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James Lorimer
Editor
Sharon Fraser
Art Director
Kevin O'Reilly
Associate Editor
Charmaine Gaudet
Copy Editor
Adrienne Malloy
Production Manager
Sydney Ann Doyle

Circulation Supervisor
Heather Lively
Customer Service Representative
Yvonne Power
421-1952

Regional Sales
Peter Gildart
Cynthia Stewart
1668 Barrington St.
Halifax, N.S. B3J 2A2

National Sales
David Richardson Media Services Inc.:
4800 Dundas St. W.
Islington, Ontario M9A 1B1
Telephone: (416) 232-1394

John McGown & Associates Inc.:
Nik Reitz
785 Plymouth Ave., Suite 310
Montreal, Quebec H4P 1B3
Telephone: (514)735-5191

Eric McWilliam
Suite 1400
1500 West Georgia St.
Vancouver, B.C. V6G 2Z6
Telephone: (604)688-5914

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OCTOBER 1987

Vol. 9 No.10



COVER STORY

Senator Lowell Murray heads up Ottawa's latest attempt at making some sense of regional development. And while moving the decision making here is applauded by some, others say ACOA is just more of the same. **PAGE 21**

COVER PHOTO BY JOHN MAJOR



SPECIAL REPORT

Fishing is often an industry of extremes but never moreso than in the lucrative crab fishery of northeastern New Brunswick where wealthy boat owners have begun to buy the fishplants. **PAGE 15**

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FOOD

Many Atlantic Canadians who never go hunting often find themselves on the receiving end of the game that an enthusiastic hunter has bagged. Find out how to turn those venison steaks or wild birds into an elegant meal. **PAGE 32**



TRAVEL AND ENTERTAINMENT

Whether for business or pleasure, traveling within the region is made easier with the help of our feature section that provides information on flights, hotels, and suggestions for leisure time. **PAGE 37**

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PUBLISHER'S LETTER

Looking at a free trade deal

I am writing you regarding a free trade deal between Canada and the United States. This deal is a significant step towards economic integration and is expected to bring many benefits to both countries. It will eliminate many trade barriers, making it easier for businesses to trade across the border. This is a positive development for the Atlantic region, as it will provide new opportunities for growth and development. I encourage you to stay informed about the progress of this deal and its impact on the local economy.

Armbrac Academy

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PUBLISHER'S LETTER

Looking at a free trade deal

If everything goes according to plan, as this issue hits the newsstands we'll be at the crunch period for free trade negotiations with the U.S. Unless the talks have collapsed in the meanwhile, the negotiators will be proudly announcing their deal — or will be admitting failure on the grand plan, and moving on to a more modest attempt to negotiate some specific arrangements with the Americans.

As producers of raw materials and semi-processed goods like fish, lumber, potatoes, potash, pulp and minerals, Atlantic Canada benefits from access to American markets. When the U.S. slaps penalties on our lumber, fish or potash, our economy suffers. It's this which has convinced many Atlantic Canadians that we must have a free trade deal which guarantees our access to U.S. markets and protects us against arbitrary sanctions like those applied against fish, lumber and most recently potash.

It's hard to believe that the protectionist U.S. Congress will be prepared to agree to the kind of limits on their action that Canada's premiers — and, we assume, the federal government — are demanding. That refusal will probably be enough to scuttle a free trade deal, as long as the Canadian side doesn't lose its nerve.

But there's a side to this issue which is critical to this region — and which hasn't received the attention it deserves. It's raised by our cover story this issue on Lowell Murray and the Atlantic Canada Opportunities Agency, and it involves the impact of a free trade deal in terms of limiting Ottawa's freedom of action in the area of economic development policies.

U.S. politicians and business people don't much like Canadian regional development programs. They don't like them because a fundamental objective of regional development is to increase the capacity of a region to produce more of the goods and services we consume here, and more goods and services to compete in international markets.

American interests don't approve of regional development as a philosophy because so very often the goods and services we seek to produce are taking the place of things we're now importing.

The only vociferous lobby which has supported free trade in Canada from the start of the discussion has been a coalition of major corporate business interests. Other interest groups have joined in along the way. The business community itself is divided, with people who think they will benefit taking a cautious pro-free

trade approach and people who expect to be hurt being against it.

Free trade is too important a decision for this region and for Canada to approach in such a narrow fashion. It is a choice which depends on our vision of the future of this country. A vision which sees continuing efforts to right the imbalances in economic development and wealth — which foresees change in the status of Atlantic Canada within Confederation — is one which most people in this region share.

We want the Americans to agree to binding settlement of disputes over the rules and understandings which are part of a trade deal. No one talks about the other side of that, the fact that the Americans would be in a position to complain about Canadian government actions they didn't like. Moreover, an international tribunal would be able to overrule Ottawa on matters of public policy that the Americans considered to violate the agreement.

How would we feel if Lowell Murray and his new agency got going, started to generate results — and then the Americans complained to an international body with the power to dictate to Ottawa about what it could and could not do in the area of regional development and industrial subsidies? Would we be content to have such a body rule that Senator Murray's agency was doing unfair and unacceptably successful things, promoting the development of Atlantic Canada?

Free trade is the ultimate expression of the doctrine of the marketplace. That is the view which holds that you don't argue with the results of the marketplace. The market has created some tremendous centres of wealth and employment on this continent. It has also created some centres of unemployment and depression.

This is a region of people who argue with what the marketplace has already done, in terms of its effects on us. It's hard to believe that an even more vigorous dose of letting the market decide is what will solve our problems. Given the choice between the free market and some skilful intervention of the kind everyone is hoping for from Senator Murray and his new agency, I believe most of us would opt for some appropriate intervention. If the free trade deal allows that to happen without intervention or complaint by American interests who don't like it, we could consider its other merits and demerits. But with that kind of provision, it won't be the kind of deal that the free traders are really looking for.

— James Lorimer

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FEEDBACK

Lazy English rampant

With reference to Harry Bruce's *Heralding an age of illiteracy* (July '87), I feel too few people know what correct English is any more, and what really bothers me is that still fewer care. Attempting to deal with the daily bombardment of bastardized English, those in the know have simply lowered their standards and accepted mediocrity, rather than deal with the frustration of knowledge.

Secondly, I would like to mention that I was pleased to observe that the usual "scapegoat" or "whipping goat" — namely our schools — was not attacked. Harry Bruce was correct. It is not our education system but rather our adult motivational system that is at fault.

If Harry would like to see pure illiteracy at its finest, I recommend Nova Scotia's weekly publications!

M.D. Beaton
Antigonish, N.S.

Questions editorial anonymity

We have read, and very much enjoyed, Harry Bruce's column *Heralding an age of illiteracy* (July '87).

The Herald newspapers are the only papers I have ever read which fail to run a regular box giving specific names of publisher, editor, chief associate editors, et al. Perhaps they are ashamed. They should be.

Eleanor Wangersky
Halifax, N.S.

Animal rights in perspective

I enjoyed reading Ralph Surette's column *The loonies are getting worse* (May '87). I could not agree more that the efforts of the animal rights groups are misdirected and would be better directed at environmental issues. The animal rights movement does not proceed from an environmental ethic but from the concept that animals can feel pain and so should be spared pain to the maximum extent possible. Most people would agree with this principle, but its application can be very divisive.

In a forum last winter at Pace University Law School on modernizing wildlife law, I made the point that the energies of the animal rights movement would be better directed at preventing pollution and habitat loss. One member of the audience responded that it did not matter how many members of endangered species were "out there" because they were not suffering. This is not an environmental, but a humane treatment, view. For the most part, the animal rights advocates are radical humane treatment proponents masked as environmentalists and not environmentalists gone awry.

Furthermore, the animal rights movement has not actually analyzed wildlife



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suffering, which can occur from natural or human causes. Disease, starvation and predation can cause extreme suffering and result in slow, agonizing death. Human-imposed "suffering" from hunting or trapping, generally results in a relatively quick, painless death. I do not argue that sportsmen's activities should be equated with euthanasia, but they generally result in less suffering than the inevitable that results from natural causes. This rationale underlies much of natural resource management and the work of fish and wildlife agencies which are committed to minimizing wildlife suffering.

Walter E. Bickford
Boston, Mass.

A lesson from the past

Congratulations on publishing the letter *Doesn't go far enough* (August '87), from J.T. Murchison of Ottawa. I, like Mr. Murchison, am tired of not hearing about atrocities against the Armenians, Ukrainians, etc. I cannot believe that Palestinians, for example, do not have as many arguments for the right to a homeland as do the Israelis. Why does the media seem to place so much more importance on one cultural group — namely, Jews — than another? Do they realize how the preferential treatment of Jews is perceived by the general public? If more care is not taken to deal with the growing perception of this inequality, hatred and bigotry may never be defeated.

With reference to the Holocaust, it is nothing short of stupid to claim that it did not happen. Yet the most important "lesson" of the Holocaust — why it happened — seems never to be adequately taught. How can we expect to prevent a future holocaust if we do not understand why a seemingly intelligent, civilized society tolerated such unacceptable acts of barbarism and why the Jews were singled out for persecution.

James C. Jeffery
Elliot Lake, Ontario

Profit not top priority

I agree with T.A. Williams (*Feedback* June '87), that business "is more than the pursuit of dollars."

Many businesspeople do not understand the true priorities of any business firm. The first priority is *perpetuation*; profit, expansion and everything else is secondary.

Corporate citizenship is provided in two ways: (1) providing a job (a major element of job satisfaction is having one!); and (2) increasing our standard of living by producing goods and services at the lowest possible prices.

Corporate giving ("social responsibility" is the current socialist jargon) raises prices, reduces the standard of living and retards job creation. This is bad corporate citizenship, in my opinion.

David Morgan
Halifax, N.S.

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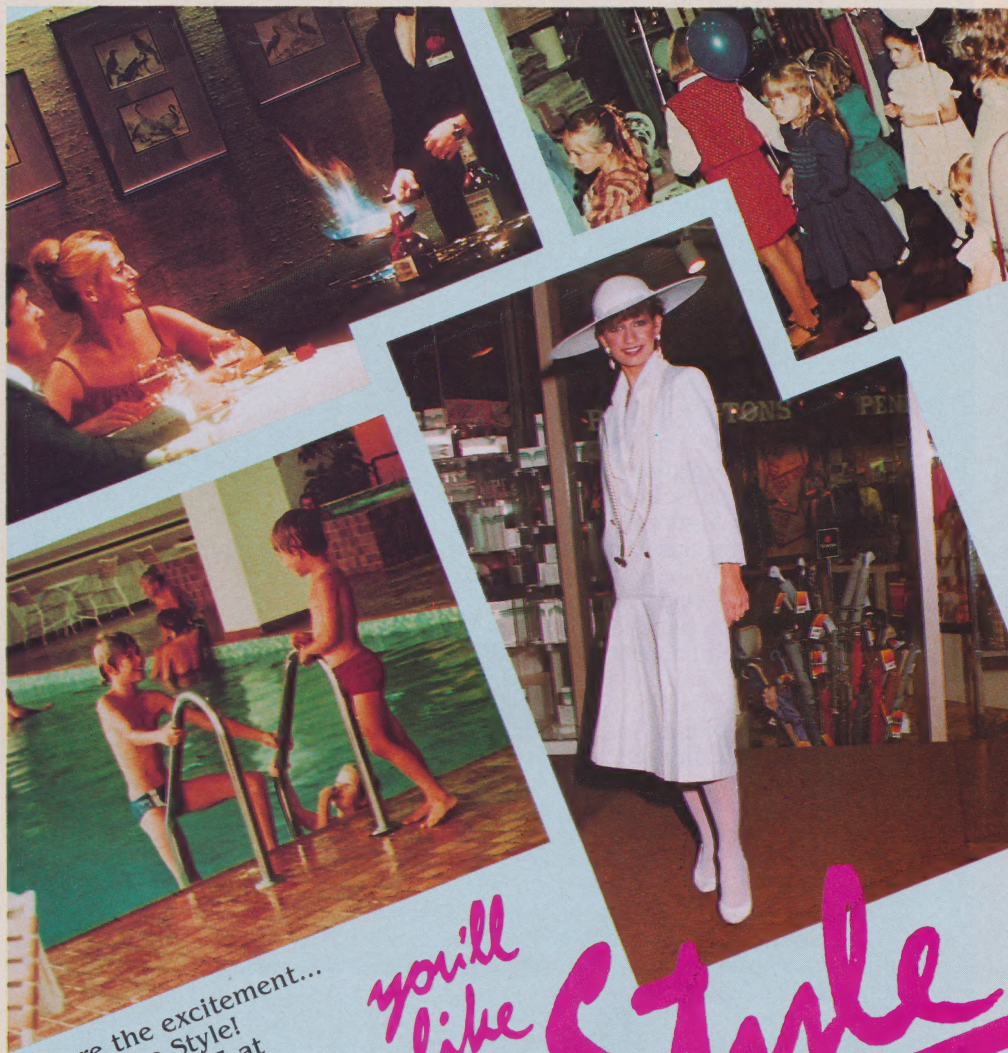
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Educating about sexuality

The Children's Aid Society is taking the initiative in trying to change public attitudes towards homosexual youth

by Robin Metcalfe

They come from happy families and broken homes, farms and urban slums. They're top students and dropouts. Lesbian and gay teenagers are as varied as any group of adolescents, but they share special problems. Earlier this year, social service workers from across Nova Scotia discussed those problems at an historic conference.

"Most people think we don't have any gay and lesbian teenagers." You can hear the frustration of Elaine Jacobsen, a social worker with the Halifax Children's Aid Society, the conference host. A few years ago, Jacobsen saw adolescents on her caseload struggling with their sexuality. She found that homosexual teens were "slipping through the cracks of the social services."

Jacobsen sees the main problem as isolation. "They don't know there are other people who feel the same things. They pull away from their families. They're afraid of getting close, because when you get close you have to be truthful. We see A students drop to failure grades, increasing their intake of alcohol or drugs. It's self-abuse. They learn to hate themselves. Society hates gay youth, and the young people know that."

In 1985, Jacobsen spent three months at the Institute for the Protection of Lesbian and Gay Youth in New York, the first agency in North America for gay adolescents. The Institute runs Harvey Milk High School, a program for gay runaways, and "throwaways" rejected by their families. A priest in Boston, working with homeless adolescents, found that 90 per cent had problems directly related to sexuality.

In Nova Scotia, says Jacobsen, "the problem is not as obvious. We don't have a Greenwich Village for kids to run to. Kids learn to hide who they are. When a kid is feeling like they don't belong, they leave home. Kids from the rural parts of Nova Scotia come to the city."

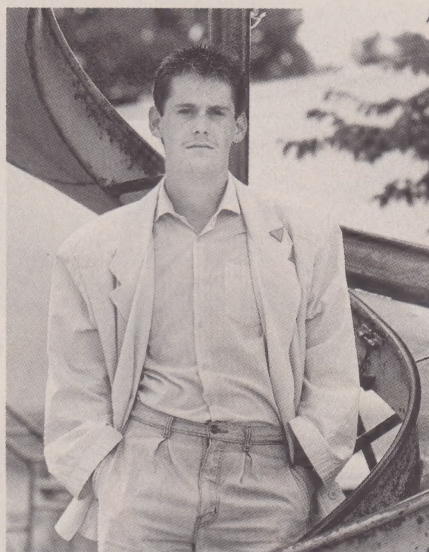
Arthur Jones has been a ward of Children's Aid in Truro for 12 years. At the age of 16, he ran away to Halifax.

"It all centred around my coming to grips with my sexuality. I didn't have anybody to talk to in Truro." Unable to find work, he lived off prostitution for three months. At the time, Jones "admitted I was attracted to males, but wouldn't say to myself I was gay." A gay Christian group, SPARROW, and the Gay Alliance for Equality helped him get off the street.

"I found out it's okay to be gay."

Phyllis Sweet is a family planning nurse with the provincial Department of Health. She operates a confidential telephone line on health and sexuality for teens in the Annapolis Valley. Recently, she has received a lot of calls from gay teens. "The first question is, 'I think I'm homosexual, and I'm afraid I'm going to get AIDS.'"

"There's a lot of fear in the student



Jones: coming to grips with his sexuality population," says Madeleine Comeau, Coordinator of the Metro Area Committee on AIDS. "The majority of people, gay or straight, are ignorant about sex. The school boards are not ready to deal with it. In their health education courses, they still steer away from talking about homosexuality."

Roslyn Mendelson, a psychologist at Cape Breton Hospital, encountered that ignorance earlier in her career. After seeing a youngster about "a question of sexual identity" she found the referral was stopped, because "I didn't think the child should be changed," says Mendelson.

"Sexuality," says Elaine Jacobsen, "is not something people choose. Professionals can't tell you if you're gay or not." They can offer teenagers "the tools to get through the decision-making process and the tolerance to get through their confusion, as long as it lasts."

Gay adolescents "coming out" may find themselves in a "loaded atmosphere" they are not prepared for, says psychologist Marg Schneider, a research coordinator for Toronto's Sexual Orientation

and Youth Project. "Straight kids can experiment within invisible boundaries. Gay kids are removed from the safe boundaries set by the family."

For young gay males, says Jacobsen, "their only experience may be bars and cruising. Girls may hide behind pregnancy." Some gay teens enter "a cycle of self-destruction. We don't have the services for kids, so they're forced to do things for shelter and money."

Gay youth need "a pathway to wholesome and age-appropriate" activities, says Bob Tremble, a child care worker with Lesbian and Gay Youth Toronto. It's a myth, he says, that most gays are promiscuous or engage in "gender-inappropriate" behavior. When gay kids "act out," however, "they do it in spades." Their confusion results from "a lack of information and positive adult gay or lesbian role models."

All kids, says Schneider, are "led to expect a heterosexual future. Kids discovering gay feelings have the rug pulled out from under them. Most gay and lesbian kids consider killing themselves at some point." Nevertheless, "homosexuality doesn't have to be a barrier to happiness."

Elaine Jacobsen agrees. "We have many healthy gay and lesbian kids out there." When social service agencies realize a teenager is lesbian or gay, however, they often assume their sexuality is a problem.

Jacobsen thinks the situation is getting "a little healthier." Gay high school students are befriending one another. "Kids are still getting harassed and don't feel very safe, but they now have access to more information about what it means to be lesbian and gay."

This fall, conference participants will meet locally across the province. Priorities identified at the conference, says Jacobsen, include establishing gay youth groups, "working within our agencies to establish policies for nondiscrimination on the basis of sexual orientation, and working on a community level to get human rights legislation that will protect lesbian and gay people." Jacobsen believes "we have to take a long, hard look at discrimination in adoption and foster care policies." The Halifax Children's Aid Society is currently revising its own adoption policy.

The Halifax conference was the first of its kind in North America. Phyllis Sweet hopes other associations will "pick up where Children's Aid left off" and educate "other people who really need it, like school counsellors, nurses and physicians." Perhaps tomorrow's gay and lesbian adolescents won't have to grow up the hard way, as Arthur Jones did. "Being gay has given me a better sense of myself and my abilities," he says, "but it hasn't been easy." ☐

A woman with short blonde hair is walking on a city street, looking off to the side. She is wearing a navy blue Spencer gabardine jacket with a peplum waist and a matching full skirt. Underneath the jacket, she wears a white blouse with a jabot front. She is also wearing dark tights and blue pointed-toe pumps. A gold chain bracelet is visible on her left wrist. The background is a blurred city street with buildings and a car.

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Slugging it out in public

The new maximum security institution in Renous has had its first controversial disruption, and not behind closed doors

by Rick MacLean

Rumored problems at the maximum security prison in Renous became public in July when employees complained the institution was poorly run and dangerous to work in. Normally tight-lipped prison workers and management at the Atlantic Institution slugged it out in public for about three weeks.

Workers said that management ignored repeated warnings about dangerous situations, while management said radicals out to take over the union were the problem. All this took place barely five months after the first prisoners had arrived at the new prison, and with only about 130 of the 240 cells occupied.

The fight only went back behind closed doors after outside labor and management officials stepped in to get the two sides talking again. In the meantime, some of the glaring problems involved in running and working in such an institution came to light.

On July 16, about 125 prison employees met in the Renous Recreation Centre, just one kilometre from work and 25 kilometres from the town of Newcastle. Although such meetings would normally be closed to the press, workers voted to allow a reporter from the local newspaper to remain. That's when charges that the prison is poorly run and dangerous to work in were made. There have been a number of incidents at the prison, the workers said, one earlier that week in which a female employee was nearly taken hostage.

The list of complaints was long: there are sometimes too few guards to search prisoners; air ventilation is poor in some parts of the prison; poor communication means guards aren't always told when

there is a problem they should watch out for during their shifts; work and health facilities for the prisoners are unfinished, so, bored and frustrated, prisoners take their anger out on guards.

The workers blamed management for failing to listen to warnings about the problems. There were also suggestions the union executive is not pushing hard enough for changes. Since the president of the union, Doug LaCelle, was out of town and not at the meeting to respond or participate, the workers elected a five-person committee to push for their demands, which included a call for an outside investigation of the way the prison is being run.

Two days later, the workers sent a Telex to Willie Gibbs, the district commissioner of Correctional Services Canada in Moncton, and another to the national headquarters in Ottawa.

Early the next week, prison warden Dan Ferguson said that the meeting was evidence of union infighting for control of the local. "There are a few who have transferred in from outside who are hell bent on tearing the system down," he said.

That weekend, Wayne Crawford, the executive secretary-treasurer of the Union of Solicitor General Employees, arrived from Ottawa. He met with the workers and following the meeting, LaCelle and the secretary of the union quit, stating, according to Crawford, that they were leaving because they'd been unable to end the strife between workers and management. Vice-president Peter Twyman became the new president.

Crawford met with local union officers again, then went to Moncton on June 28 to meet with Gibbs. After the

meeting, he said he believed prison officials to be interested in ending the problems and planned to set up a meeting between workers and management at the Atlantic Institution.

The workers spent the rest of that week collecting information to present to Ferguson listing the major areas of concern and that material was presented to the warden the next week. A meeting was held shortly thereafter but by then, both sides had agreed to a news blackout.


In the early days of the dispute, the warden said he was concerned the protest would cause "needless concern in the community." Workers said it was security inside the prison they were worried about, not prisoners getting out.

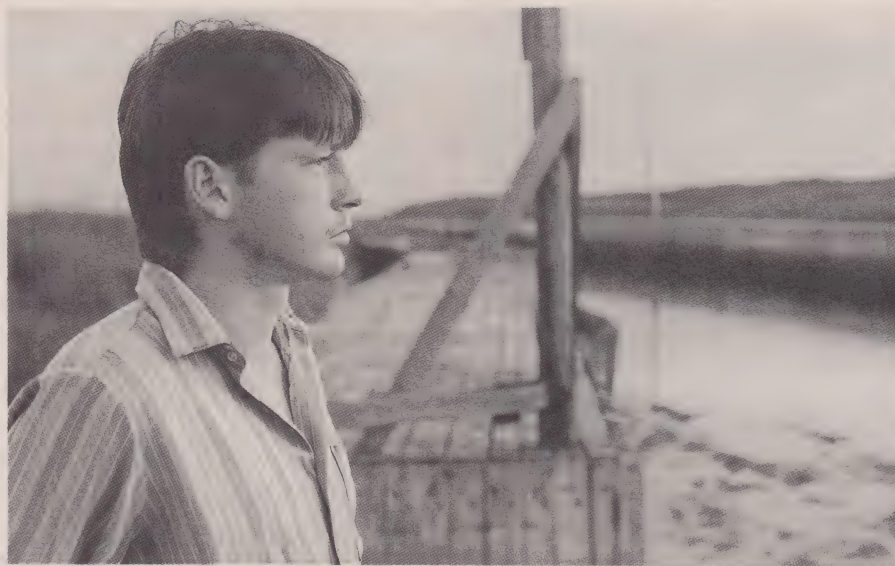
The \$61.5 million Atlantic Institution has been touted as one of the most modern in Canada, complete with the latest in electronic surveillance equipment. Prison officials have spent months selling the idea of the prison as a safe and valuable member of the community to local residents. Interest in the prison has been high. When tours of the prison were offered before prisoners arrived in February, thousands showed up, some braving a snow storm to have a look. The July protest confirmed months of rumors about problems at the prison and is a serious setback to the institution's public relations campaign.

The protest also raises the issue of how many new, local workers Correctional Services Canada might consider wise to put in a new prison from now on. The number of local jobs created was one of the benefits used to sell the idea of the prison to area residents. Local people were hired as guards and contract workers supplying such services as nursing.

Many of the new people had little or no previous experience with prison work. When asked, experienced guards who transferred in from other institutions in Canada are quick to say there's no problem with their new co-workers, whom they described as good at the job.

But the nature of the protest in Renous could prompt prison officials to wonder if the dispute would have been so public if fewer new people had been brought in all at once. According to that logic, workers more steeped in the tradition of settling such differences behind closed doors might have avoided what prison officials try to avoid at all costs — the kind of disruption that plants seeds of doubt that the new neighbor is not the benign addition to their community that residents had been promised.

And as the talks began, a plain brown envelope bearing a complete listing of the workers' demands was delivered to the local newspaper, the *Miramichi Leader* — in spite of the news blackout. Apparently, not all the troubled waters had been smoothed. 



MacLeod: pushes officials to take a stand to discourage the sky-high costs of fishing lobster

Fishing: right or privilege?

A Belle River man wages a lone fight against the lobster licencing system

by Jim Brown
On Monday, Aug. 3, Cardigan MP Pat Binns stood before a group of reporters, camera operators and curiosity seekers gathered at the Wood Islands school and read from the 1983 Bonafide Lobster Licencing Policy. In the front row of the audience, a young man wearing blue jeans and a faded, flannel work shirt sat with his head bowed, staring at the floor — each regulation, each statistic cited by the politician sinking him deeper and deeper into his despondent pose. For a fighter like Robbie MacLeod, it's never easy to admit defeat, but he had taken on the champ, he had tried to change "the system," and after a month of battling, the champion remained undefeated.

Robbie MacLeod is a 20-year-old unemployed sawmill worker from Belle River, just up the Trans-Canada highway from the Wood Islands ferry terminal. His belief that he should have the right to fish for lobster, has turned neighbor against neighbor, landed him in court, put him on the wrong end of a punch-up, and like every good David and Goliath story, captured the attention of the Island's media.

On June 29, after notifying the Department of Fisheries and Oceans, he set out from the Belle River wharf in a 12-foot dory with three lobster traps aboard. He hoped to force a courtroom showdown to fight the lobster fishery's prohibitive entry costs — costs that, he says, discriminate against young people

who want to fish, but can't afford to buy a licence.

MacLeod believes the reason licences are so expensive is that fishermen are using them to pay for their retirements. Fisheries and Oceans charges only \$30 per year for a lobster licence, but due to the limited number available — 1,300 on P.E.I. — those wishing to enter the fishery must purchase a licence from an existing fisherman. In some places, a valid licence can sell for as much as \$40,000. Add to that the price of a boat and gear, and the set-up costs can reach \$100,000. MacLeod doesn't blame the fishermen, he blames the system. "For years I've been brought up with freedom to do what I want. There's no freedom in that system. Fishing should be a right, not a privilege."

Just as MacLeod had predicted, his vessel was stopped by a fisheries patrol boat, his gear was impounded, and he was charged with fishing without a licence. He then set about preparing for his day in court. He circulated a petition which collected over 400 signatures and he organized a strong group of supporters, many of them people his own age. The week before his court date, however, his charge of fishing without a licence was changed to fishing with untagged traps, effectively removing his soapbox and forcing him to plead guilty.

At that point, claiming "some disappointment but no bitterness," MacLeod said that he was giving up the fight. He had failed in his attempt to bring his case

to court and many of his supporters had quit the cause. "I thought, 'The courtroom thing's done, it didn't make much of a stink, but I'll go back to the sawmill.'" Two days before he was to return to work, at a weekend barbeque, a discussion with a fisherman's son turned nasty.

MacLeod ended up taking a "couple of punches in the mouth." The next day he phoned his boss at the sawmill and told him that he quit work, for good. "In the future, they'll forget why I stopped and I don't want somebody sitting on the wharf saying 'I stopped him,'" MacLeod says.

He got in touch with Binns, who is his MP and is also parliamentary secretary to fisheries minister Tom Siddon, and asked him to attend a public meeting. "I just wanted him to look into it, just to see if there's room for any more boats. Nobody wants to kill the fishery but, from my point of view, it's protecting the fishermen at the expense of everyone else."

At the meeting, where members of the media outnumbered MacLeod supporters, Binns quoted from the licencing policy saying that the issuing of licences will be considered only if there are "sound economical and biological reasons" for doing so. Using fisheries landings statistics for the past five years, he demonstrated that those conditions have not been met. "My own analysis is that the major increase in stocks has been recent and has been confined to the southern grounds. There will not likely be a change in the near future," he said.

In spite of MacLeod's censure of "the system," it was, in fact, fishermen themselves who formulated the Bonafide Policy. Bernie Conway, a spokesperson for the Maritime Fishermen's Union, points out that the policy was put in place both to ensure fishermen's livelihoods and to ensure conservation of the resource. "It came about," he says, "to see that fishermen already in the fishery could make a living and also to inhibit those people who simply want in when the fishing's good and want out when it's bad."

In order to qualify for Bonafide status, a person must meet certain occupational requirements, Conway says, not unlike people wishing to get into many other fields of work. He does, however, feel it's unfortunate that fishermen have to sell their licences for high prices to fund their "pension plan" and would like to see a plan in place that would allow that practice to be discouraged.

Now that his campaign is over, MacLeod says he has no regrets. "It was worth fighting for." He feels he was right, and his petition demonstrated that many Islanders agreed with him. ☐

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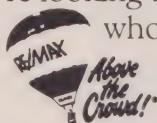
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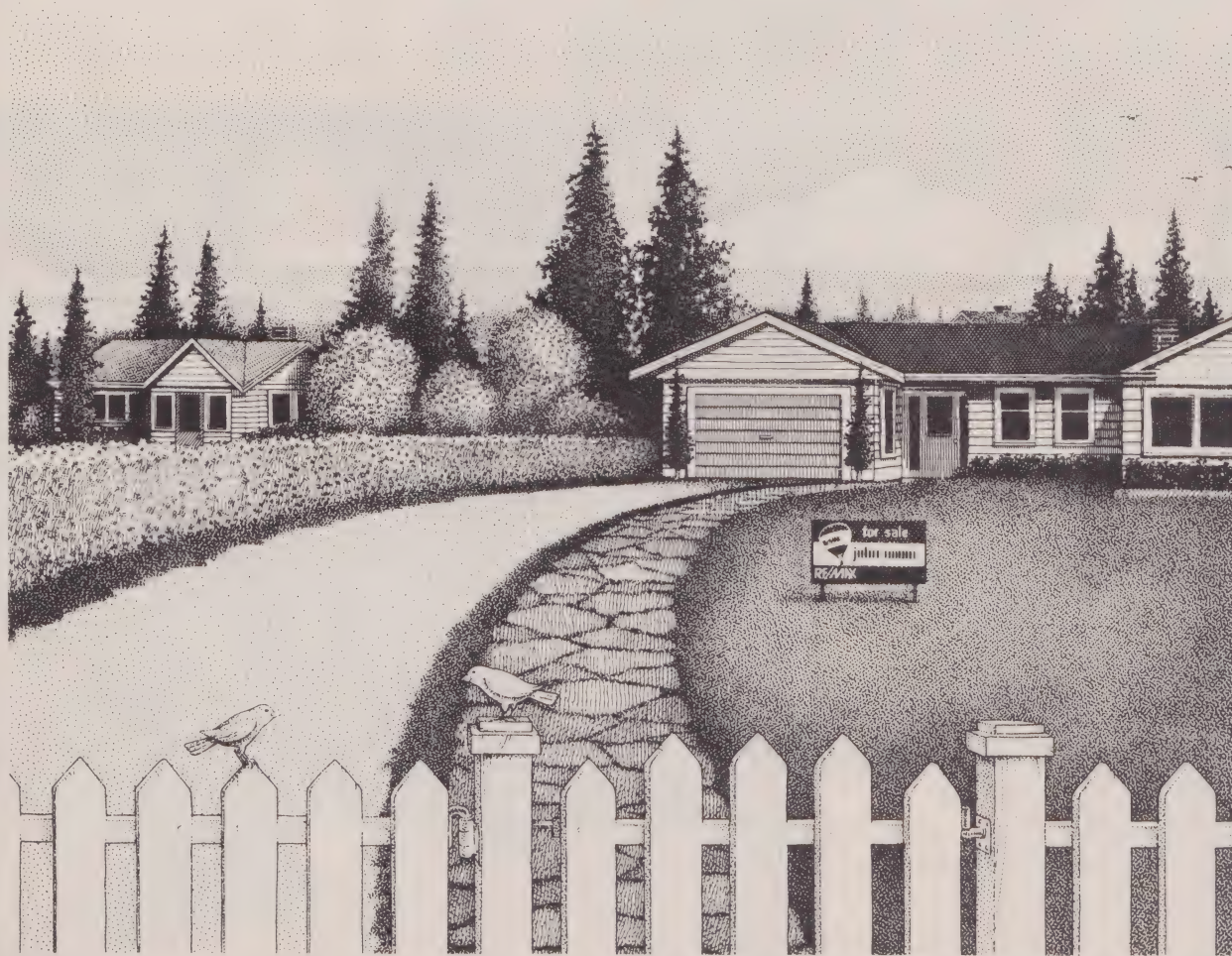
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Caplin fishermen make strides to guaranteed price

The caplin fishermen are tired of the uncertainty associated with the price their product will fetch from their Japanese buyers

by Ian Carter

A dispute over minimum pricing between Newfoundland caplin fishermen and their buyers cut the four week season in half last summer but it may lead to a guaranteed price in the future. Virtually all Newfoundland caplin is sold to Japanese markets. As a result, Japanese fish buyers in the past have had complete control over the price paid for the tiny fish.

Caplin first appear on the south coast of the island in early June and gradually move up to the Northeast coast. In the northernmost areas the season concludes about mid-July. At the beginning of the season this year about 30 boats from around the province were preparing to start fishing in the St. Mary's Bay area. But on June 8 the fishermen held a meeting and voted unanimously to stay

ashore after they learned that no pricing agreement had yet been reached with the Fisheries Association of Newfoundland and Labrador (FANL).

"About 130 fishermen from all areas of Newfoundland attended the meeting at Admiral's Beach," says Kevin Carroll, the business agent with the Newfoundland Fish, Food and Allied Workers Union (NFFAWU). "They were adamant that they would shut down the entire caplin fishery if they did not get an acceptable agreement in writing quickly."

The situation was further complicated by the fact that female caplin fetch a higher price than male. To the Japanese the eggs from the female caplin are a much sought after delicacy. The price paid for caplin is always set in terms of the ratio of female to male content. More than half the caplin caught are female. For

that ratio the Union wanted a guaranteed minimum price of nine cents per pound. As the proportion of female fish rises so does the price per pound.

After a five-day stalemate FANL offered the fishermen a guaranteed minimum price of 7.75 cents per pound. The union refused the offer because it was so low that the fishermen would have lost money. "Fishermen could not expect the same minimum price as last year because the Japanese were not willing to pay as much," says Bruce Chapman of FANL.

"Our group looked at the situation and concluded that the Japanese only wanted about 15,000 tons of caplin from Newfoundland this year," says David Hiscock, spokesperson for the Caplin Exporters Association. "This is why we felt they were not willing to pay as much."

Around the middle of June a second offer was made to the fishermen which was slightly higher than 7.75 cents per pound but it was still short of nine cents. The second offer was unanimously rejected by more than 300 fishermen at a meeting in Harbour Grace. Earle McCurdy, secretary-treasurer of the NFFAWU said after the Harbour Grace meeting that if the buyers, fish processors and FANL were not able to meet the nine cents per pound demand within 48 hours there would be no caplin fishery this year.

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COURTESY OF DFO

Plant workers separate female from male caplin

"There are about 80 independent Japanese fish buyers who all have slightly different prices according to their immediate needs," says Max Short, inshore fishery director for the NFFAWU. "Also the Japanese buy caplin from Iceland and Norway. The caplin season there begins in March so what we sell depends very much on what their seasons were like." He added that last year was the best ever because Norway and Iceland had no caplin. "We had no problem at all getting nine cents last year because the Japanese had no other supplier," he says.

The Japanese have been buying Newfoundland caplin since the late 1970s. For a variety of reasons every second year has been good with the intervening years being anywhere from poor to complete failures. As the NFFAWU sees it, the key to the whole problem is that there is not a centralized purchasing agent for Newfoundland caplin. Some members of the union felt that 1986 would have been a "golden opportunity" to force the Japanese into signing a long-term purchasing agreement with the buyers. "It went by the wayside for reasons of expediency and this year we suffered for it," says Short.

At the end of this year's caplin season fewer than 14,000 tons of caplin were harvested. This amount was considerably less than the staggering 34,000 tons harvested in 1986. When things finally began, the fishery on the south coast was all but over. In spite of the low figures and delay many fishermen feel 1987 was a landmark year for the caplin fishery.

"If 1987 is remembered for one thing it will be fishermen took a stand as never before," says Earle McCurdy after the Japanese finally accepted the nine cent price.

Since mid-July officials from the federal and provincial departments of fisheries have been holding meetings with all the agents, buyers, and union representatives involved with the caplin fishery. "Nothing has been finalized yet but by early 1988 we hope to be able to guarantee all caplin fishermen an acceptable minimum price well before the season starts," says Bob Cahill, spokesperson for the Newfoundland department of fisheries. ☒



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Anna Larocque sits at the kitchen table of her home in Shippagan in northeastern New Brunswick, and talks with concern about how she'll make it through the winter. A fishplant worker for 19 years, the 64-year-old only managed to get six weeks of work in the crab this summer — some weeks were only 15 hours — plus another four weeks on government projects cleaning at the local senior citizens club and picking up garbage in ditches. Her 10 weeks' work entitles her to unemployment insurance of \$126 per week. "Sure it'll be hard," she says of the coming months. "But at least I have grown children who give me a dollar here, a dollar there. There are a lot worse off than me."

At a restaurant in Lameque, a 20-minute drive away, crab fisherman Renauld Guignard takes time out from a busy day to talk about the crab season which has just finished. There was too much ice in the Gulf this spring, and Guignard says his 85-foot boat, the *Jean Cabot*, landed only 250,000 pounds of crab compared to twice that amount in 1986. But the price for crab doubled in the same period. So, although many are calling it a crisis, Guignard's boat still made \$375,000 for seven weeks of work. He, along with two other fishermen, bought a crab processing plant this spring. "It's been a good year for me," he says.

Larocque and Guignard represent two sides of an industry that has brought wealth to some, but left many worse off than before. One community leader says that, because of the crab industry, there are now more millionaires per capita on the Acadian Peninsula, than anywhere else in Canada. At the same time, plant workers have watched their jobs steadily disappear or their hours diminish because of technological change, changing market requirements, or because crab has been trucked unprocessed out of the area.

Despite the "Klondike" for fishermen, plant workers live with uncertainty. Each year, it's been a potentially explosive situation that climaxed this year when many didn't get enough work in the crab

to collect unemployment insurance for the winter. The provincial government was obliged to spend \$2.2 million on make-work projects so the people would have 10 weeks work. Normande Mazerolle, a representative for the Canadian Seafood and Allied Workers Union Local 117 at the former National Sea plant, says it was a "projet d'élection" — money spent by the Tories because it's an election year — and she worries about what will happen in the long-term.

She says many plant workers blame the crab fishermen for their problems, and resent them because of what they earn. "It's very exaggerated compared to plant workers," says Anna Larocque. "I

1960s and '70s because the price was so low, around seven to eight cents a pound. Those lucky enough to have a licence — or a "historical claim" to one — went at it in a big way.

The largest concentration of crab boats was on the Peninsula. Today, there are 80 mid-shore boats in the Caraquet-Shippagan-Lameque triangle licensed to fish crab, compared to 47 mid-shore in Quebec, one in southeastern N.B., and a couple in Cape Breton. (There are also 250 inshore crab licences, though none in New Brunswick. Those boats are allowed to set only 30 crab traps, compared to 150 set by the mid-shore.)

In 1983, the Acadian fleet landed \$27

million worth of crab. That was one-half of the value of fish landed in the northeast, and one-third of the value of all fish landed in New Brunswick. The trend has continued, and today crab is the backbone of the Acadian mid-shore fishery. Jean Saint-Cyr, former communications director for the Association of Professional Acadian Fishermen (APPA), puts the market value of crab landed in the north this year at \$46 million. He admits that many fishermen are now millionaires, "though not just because of the crab. It's because they're hard workers, and good, competent fishermen."

The mayor of Lameque told an economic conference in Caraquet in March that there are now more

millionaires per capita on the Peninsula than anywhere else in Canada. Jean-Charles Chiasson was later quoted in the French-language magazine, *l'Actualité* saying there were 32 millionaires in his village alone.

But fish plant workers haven't fared as well. In the 1970s, when herring was abundant, there was lots of work. But the first half of this decade saw a major decline in herring and groundfish catches, and crab hasn't moved in to fill the gap. "There are no jobs here that last more than 10 weeks," says Normande Mazerolle. "It's been about five years now that people work only long enough to get their (UI) stamps."

Joe Gallant, a consultant with Aqua-Pac Ltd. in Tracadie, says that the number

SPECIAL REPORT



PHOTOS COURTESY OF DFO

N.B.'s millionaire peninsula

While some fishplant employees work for nothing to get their 10 weeks in, millionaire crab fishermen become new employers

don't know if you've seen some of those big houses."

Boom and bust has been the rule in the fishing industry in Atlantic Canada, and often some have prospered at the expense of others. But crab has been an extreme example. "There have been good lucrative fisheries, but never to the extent we've seen in the crab industry in the past four to five years," says Bernie Matte, senior advisor for crab, shrimp and groundfish with the Department of Fisheries and Oceans.

The industry began to boom in the early 1980s when Alaskan king crab stocks, sold in Japan and the U.S., collapsed. A market opened up for the Queen snow crab, abundant in the southern Gulf but hardly fished in the

SPECIAL REPORT

of crab processing jobs has dropped from 4,400 in 1985 to around 2,800 today. The "first shock wave" for plant workers came when production shifted from putting the crab into cans to simply cooking it, and selling it in sections. In 1982, the province passed a regulation under the Fish Processing Act requiring that 60 per cent of the crab be processed into cans. It was a measure aimed at protecting employment. But market conditions changed — demand is now much greater for crab in sections — and in 1985, despite protests from workers, the province dropped the requirement from 60 to 30 per cent.

At the same time, several plants began installing mechanical meat extraction machines that did the work of people. Frustration levels were so high that at one point angry groups of workers in Shippagan stormed the plants, destroyed some equipment, and even overturned a 10-wheeler. The situation worsened as loads of crab were trucked to plants in the southeast, where crab fishermen were paid 10 to 15 cents more per pound because plant workers there were non-unionized, and received minimum wage (compared to around \$6 an hour in the north).

Ron McDonough, a Fredericton consultant who did a study of the situation for the New Brunswick Job Protection

Unit in the spring of 1986, says technological change is the "cutting edge of the sword" in the crab industry in the north. "If you looked at it from the point of view of naked profit — the cost of mechanization versus the cost of hiring workers — you could mechanize an average sized plant and within one year recoup your costs. So there was no way to stop that."

The "second shock wave" came as catches began to decline. Landings dropped from 27,000 tonnes for the entire mid-shore fleet in 1985, to 23,600 tonnes in 1986 and 12,000 tonnes in 1987. The price has steadily increased (it went from 80 cents per pound in 1986 to \$1.65 in 1987) so that the impact on fishermen has been minimal. It's the plant workers who have been hardest hit.

Indeed, competition for those precious 10 weeks of work is so great that plant workers will often work for nothing in exchange for enough stamps to collect UI in the winter. "We've heard about it. It definitely happens, though how widespread it is I can't say," says a spokesperson with the employment standards branch of the provincial Department of Labour. He says there are several scenarios, from the employer who will pay a stipend, maybe \$100 per week, to the employer who issues a cheque to cover all hours worked at good wages but



Wealth doesn't filter down to plant workers

requires the employee to cash it, and turn the money back.

The spokesperson says it's a practice that's also common in the wood cutting industry, where there have been several complaints and several investigations. In the crab industry, however, communities are much closer knit. An employer is sometimes a member of the family, and people are a lot less likely to complain.

Union rep Normande Mazerolle agrees that it happens a lot though, she says, only in non-unionized fishplants. "People would rather work for nothing for 10 weeks and then collect UI, than go

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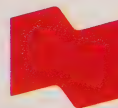
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on social assistance. They can make more money."

A few years ago, it was possible to gauge the new-found wealth of crab fishermen by taking a drive through some of the communities in the north. Legoulet, for example, probably had more big campers and satellite dishes for a village its size than any other place in the region. Chances were that if there was a satellite dish out front, there were crab traps stacked out back. Recently, some crab fishermen have begun buying Jaguars and Cadillacs, but the most popular purchase this spring was fishplants.

It's a trend that started two years ago, when a group headed by crab fishermen Raymond Noel and his son Paul of Lameque bought MPQ Fisheries Limited in Caraquet. This spring, the National Sea plant in Shippagan was bought by Alphonse Finn, the plant's general manager for 26 years, and seven crab fishermen, all members of the Noel family (one of whom died this spring when his boat overturned in the race to get to the crab grounds).

Renald Guignard, along with two other fishermen and Paul Boudreau, a former employee of the Lameque Fishermen's Co-op, bought McGraw Fresh and Frozen Fish Ltd. in Tracadie. As well, crab fishermen bought shares in R&G Cormier in Grand-Anse, Ellis Seafoods in Stonehaven, and another plant in Robichaud in the southeast. "We didn't intend to buy a fishplant, but it was for sale. If we hadn't bought it, someone else would have," says Guignard.

Part of the reason for the trend is that competition is great among plants for the crab. Alphonse Finn believes National Sea was willing to sell because of the problems it had last year getting crab. Only four boats sold to its plant. "By joining seven fishermen together, you assure yourself of having enough crab. You have higher hopes," he says.

Another reason, of course, is that fishermen have money to spend. Jean Saint-Cyr sees the trend as a kind of financial maturity on the part of crab fishermen. "When the crab first started, the fishermen were like kids who just got their first jobs. They wanted new cars, clothing, big campers. Now there's a financial maturity in the fishermen's community. They're learning to be real businessmen," he says. Saint-Cyr maintains that small enterprise has received a real shot in the arm on the Peninsula because of crab fishermen. The French-language daily newspaper, *l'Acadie Nouvelle*, for example, wouldn't have survived, he says, without the backing of crab fishermen. Others are more skeptical. Mario Hebert, a former *Université de Moncton* economics professor who now works for the APPA says fishermen are investing in what they know best — fishing — but it's not a solution. "For 25 years, we've been saying we have to diver-

sify this economy, but so far no one's come up with a solution."

"These nouveau-riche are not spending their money in the region. The thing is to shop in Moncton, or more recently Montreal," says a restaurant owner who wouldn't be named and who says his restaurant almost folded over the winter because of lack of business. He believes that if the wealth could be spread around more among plant workers or inshore fishermen, it would have a greater effect on the local economy. "It's not a wealth that is shared," says union rep Normande Mazerolle.

That's an opinion that is echoed by the Maritime Fishermen's Union, an inshore fishermen's group which has been irked by the fact that 80 mid-shore boats take half of the landed value of fish in the northeast in crab, along with a good proportion of the groundfish, while 700 inshore boats share the rest. "We've always maintained that the department (of Fisheries and Oceans) has created a fishery of millionaires," says Reginald Comeau of the MFU's Tracadie office. "We're against that sort of development. We believe there is a place in the crab fishery to accommodate more inshore fishermen." The APPA's Jean Saint-Cyr doesn't agree. "That's like saying, because Irving made a bundle, everybody should have gotten into the gas business. It's a crazy philosophy."

Indeed, the APPA has fought hard to maintain its monopoly on crab in the north. The biggest battle began in 1985, when the Department of Fisheries and Oceans gave 16 exploratory inshore crab licences to P.E.I. fishermen, and allocated them two zones in the Gulf. The APPA took the issue to court, and eventually won on the basis that its members had historical claims to the fishing grounds in question. Today, 30 P.E.I. inshore fishermen have crab licences, but they fish alongside the bigger boats from northern New Brunswick.

The question now is what the future holds for the crab industry on the Acadian Peninsula. Some fishermen believe the problem this year was simply too much ice. It lasted later than usual, and prevented them from getting to their normal fishing grounds. "I don't think there's any reason to panic," says Alphonse Finn. Nonetheless, a group of 20 crab fishermen are getting organized to fight for the return of their herring licences, which they lost in 1984 because stocks were low. It will be something to fall back on, just in case.

For plant workers, the future is more bleak. Employment for them has been on a downward spiral for several years, and there seem to be few new jobs coming along. For people like Anna Larocque it means scrambling to put in the hours she can, then living throughout the winter on what little unemployment insurance benefits result. "A system like that can't last," she says softly. ☐

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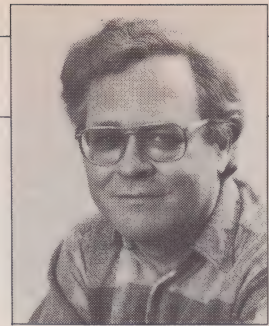
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Keeping to the verbal point

I commend Sgt. Eric Bishop of the RCMP, Chester, N.S., for his simple, straightforward, yet eloquent description of a mysterious flasher on the South Shore. I once covered police courts in Ottawa for a daily newspaper, and it seemed to me that in the presence of lawyers and judges whose robes advertised their education, cops talked in a stilted, pretentious way. Like boys trying to impress a schoolmaster, they used big words that sounded unnatural. A young flatfoot would consult his notepad, and solemnly declare not that he'd caught a fleeing man at the corner of Sparks and Bank but that he'd apprehended a suspect at the intersection of Sparks Street and Bank Street. In this lingo, cars were always motor vehicles, and suspects were never questioned (or grilled). Instead, they underwent interrogation.

Sometimes, words like interrogation are masks for horror. The American television network, ABC, reported last year that Israelis were upset because the nation's internal police were getting a bad name "just because two suspected terrorists failed to survive interrogation." It turned out the suspects had been beaten to death. But sinister motives don't lurk behind most courtroom cop-talk in Canada. If our police sometimes sound ludicrously formal, archaic, even Dickensian, it's only because they're going along with the tradition of mumbo jumbo that infects the entire legal community. They believe that if they don't talk the way the courts expect them to talk then the courts are less likely to believe what they're saying, and maybe they're right. I'll get to Sgt. Bishop and the flasher in a minute.

One American enemy of legalese is U.S. District Judge Lynn Hughes of Houston, Texas. He says too much legal language is obtuse, and lawyers who write fluff that smothers facts are "lazy and thoughtless." Telling one lawyer to rewrite the pleadings he'd submitted, Hughes said, "The plaintiffs are ordered to replead...eliminating from the amended complaint all excessive capitalization, empty formalisms, obscure abstractions, and other conceptual and grammatical imbecilities."

Hughes has at least one ally in England. *The Times* recently reported that "Mr. Justice Staunton, a judge in the Commercial Court, wants more plain English used in courts, and less of the legal language of the obscure past, some of which he says has been obsolete in

ordinary speech almost since the Authorized Version of the Bible."

What particularly annoys Staunton, *The Times* says, is "the linguistic duplicity of counsel, and the way in which they use archaic and superfluous frills and curlicues to camouflage what is at bottom, an insult." Staunton says that when lawyers say to him, "With respect," they really mean, "You are wrong." "With great respect" means, "You are utterly wrong." The ultimate weapon, "With utmost respect," means "Send for the men in white coats."

But *The Times*, while treating Staunton's opinions with utmost respect, points out that judges are as guilty as lawyers of perpetuating ancient bafflegab that amounts to a code outsiders cannot

It's a matter of purging our prose of useless crud

decipher: As the courtroom clock moves toward 1 p.m., counsel might say, "It might be of value to Your Lordship if I were to inform you at this juncture that I have several more questions to ask of this witness, which would take some little time." The judge will reply, "This seems a useful time to adjourn." What they really mean is lunch.

More damaging than the verbal dances performed by the gang in the wigs and robes, however, is the fact that laws, contracts and agreements are often couched in language that's incomprehensible to those who must live by them. In *The Languages of the Law*, California law professor David Mellinkoff wrote, "There is an underlying feeling in the nations of the common law that law must in some degree be comprehensible not merely to those who work at it but to those who are expected to be governed by it." You have only to try to read Canadian income tax legislation to know how far away we are from achieving Mellinkoff's ideal.

Consumer documents, such as loan agreements, are often written in a kind of learned gibberish that intimidates borrowers but satisfies lawyers. They write it. They're the only ones who understand it, and some of them doubtless believe that's a fine way for the world to work, thank you very much. They often argue that the language of legal documents may not be as gripping as Stephen King's or as simple as Dick-and-Jane books but its complexity is essential to legal precision.

A few years ago, Alan Siegel, an American pioneer in the simplification of language in contracts, helped rewrite the consumer bank loan note of New York's Citibank. Before he went to work, just one sentence on the loan note included no fewer than 261 words of impenetrable legalese. The sentence started like this: "In the event of default in the payment of this or any other Obligation or the performance or observance of any term or covenant contained herein or in any note or other contract or agreement evidencing or relating to any Obligation or any Collateral on the Borrower's part to be performed or..."

Siegel's firm, Siegel & Gale, New York, found that at no risk to its client it could boil down the 261-word mass of obscurity to just 30 words of clarity. The borrower would now read simply this: "I'll be in default: 1) If I don't pay an installment on time; or 2) If any other creditor tries by legal process to take any money of mine in your possession." Siegel believes language simplification is "a cleansing rather than a cosmetic process." It's a matter of purging prose of useless crud, and if the legal community had the will, it could flush the waste not only out of courtroom discourse but also out of laws, bylaws, and contracts whose language baffles tens of millions of people. They could start by insisting that every law school hire a competent writing coach.

But what has all this to do with Sgt. Bishop of Chester, N.S.? Only that it was refreshing, if not miraculous, to hear a functionary in our system of justice express himself with the sewage-free precision of Ernest Hemingway. Describing a fellow who stood on a highway shoulder and revealed his family jewels to a woman driver, Bishop said, "The latest report indicates the flasher was wearing a red ballcap, a T-shirt of some type and a pair of pants around his ankles." Now that's talking to the point. ☒

Bringing back palate pleasing, vintage varieties

Reviving apple varieties such as Red Astrachan, Bethel and Pumpkin Sweet — some not seen in 30 years — is proving to be as profitable as it is popular for a New Brunswick nursery

by Carol McLeod

Propagating older varieties of apple trees that had become difficult to find started out seven years ago as a hobby for Robert Osborne, owner of Cornhill Nursery Limited, a 25-acre sapling fruit farm located west of Moncton, N.B., on Route 890. Today, the trees are an important source of revenue for the nursery, which also produces pear, plum and cherry trees, grape vines, winter-hardy roses and ornamental shrubs.

Although he doesn't consider himself a latter-day Johnny Appleseed, Osborne admits that he finds working with apple trees especially rewarding. It's a good feeling, he says, to be able to retrieve once-popular varieties from obscurity.

In his orchard — where Osborne also raises apples that are commercially popular today — he is growing such 19th and early 20th century favorites as Alexander, Red Astrachan, Wolf River, New Brunswicker, Yellow Transparent, Bethel and Pumpkin Sweet.

While most of the older varieties Osborne sells remained popular in the Maritimes well into this century, they all have faults that made them unsuitable for the export market, which opened up in the early 1900s.

Many, such as the flavorful Red Astrachan, bruise easily and are therefore difficult to package and ship. Some only bear fruit once every two years, which is an economic disadvantage for commercial growers. "Another problem," says Osborne, "is color. A lot of them like Pumpkin Sweet aren't the bright red that consumers have come to prefer. Still others have a short shelf life."

By the end of the Second World War, commercial producers had stopped growing apples with such faults and had turned to varieties such as McIntosh,

Cortland and Lobo. Only where there was a strong enough local market did farmers keep a few of the older types in production. "Otherwise," says Osborne, "orchardists just cut the trees down and replanted with varieties in high demand."

To propagate the older types, Osborne obtains shoots or bud wood from the few farmers in the Maritimes who still have the trees on their properties. He then



The delicious flavor of old-fashioned apples has no new-fangled equal

grafts the pieces onto root-stock of Russian varieties that have been tested by Agriculture Canada for hardiness, productivity and dwarfing characteristics. "When a tree is on a dwarfing root-stock," Osborne explains, "it produces less vegetative growth and more seed so you end up with a smaller but more productive tree — a tree that is pushed into production very early."

Despite — or perhaps because of — the fact the older types have virtually disappeared from supermarkets, home gardeners have been quick to buy up Osborne's saplings. Some plant the trees because they like the idea of varieties being raised from obscurity. Most, however, grow them because they remember how delicious the older types really are.

"McIntosh are good," says Moncton gardener Emily Clarke, "but I really don't think you can beat a Red Astrachan. I remember them from when I was a girl.

We used to pick them from a tree my grandmother had and eat them while they were still warm from the sun."

Prices for one-year-old trees range between \$8.75 and \$15. Two- and three-year-old saplings can cost up to \$24. So far, sales have exceeded Osborne's expectations. Very few home growers now buy the popular commercial varieties such as McIntosh and Cortland, he says, "unless those are the only apples they know."

Among the most popular of the older varieties are Red Astrachan, a late summer dessert apple, and Pumpkin Sweet, a large, yellow baking apple. "We're having trouble keeping up to the demand," says Osborne. "In a way, that pleases us because when we first listed the older types in our catalogue we weren't sure how well they'd go over."

Depending on the variety being grafted and the root-stock used, Osborne's trees usually bear their first crop within two to four years. The saplings can be planted anytime between spring and late fall. For best results, Osborne recommends that they be put in good soil and that they be limed and fertilized or composted regularly. "Shaping and pruning are also important," he adds. "The more care you put into them, the more you'll get out of them."

To make sure that the trees are equal to the rigors of an East Coast winter, Osborne grows several of each variety in his orchard at Cornhill Nursery. "We've been very selective in the species we've chosen," he says. "We do a fair bit of testing and only propagate those that seem to be hardy here."

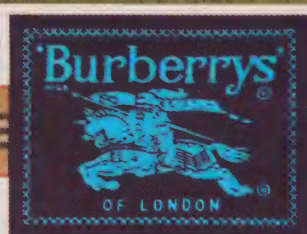
The older varieties will do better in some areas, though, than in others. "Basically, you can grow them anywhere on Prince Edward Island," Osborne says. "In New Brunswick one of the best places for them is the St. John River Valley while in Nova Scotia they should be okay everywhere except possibly the central highlands and the interior of Cape Breton. As for Newfoundland, people should make sure they select short-seasoned varieties."

Besides treating the trees for winter hardiness, Osborne also tests them for their ability to withstand insects and disease. While some of the older types are fairly resistant, others are not. "You get the complete spectrum," he noted.

As far as the future of the older varieties is concerned, Osborne feels they will continue to be popular with home gardeners. He says it is also possible that commercial growers will someday grow them on a limited basis. "All a good marketer would have to do," he says, "is let it be known that he had the older kinds available and buyers would flock to him — especially older people who remember just how delicious these apples really are."



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From DREE to DRIE to ACOA



JOHN MAJOR

A new agency funded by the federal government: an economic difference for Atlantic Canada or more empty promises? Lowell Murray (above) takes on a task that will tell the tale

Lowell Murray has fought difficult battles before. Growing up on Emerald Street in working-class New Waterford, N.S., during the 1940s was tough.

"It wasn't a little boys' finishing school," says long-time friend and Conservative strategist Senator Finlay MacDonald.

Masterminding the 1979 federal campaign that elected an awkward Joe Clark prime minister over the always articulate Pierre Trudeau was tough. More recently, dragging a reluctant Quebec to the Meech Lake bargaining table and securing Premier Robert Bourassa's signature on the Canadian constitution was even tougher.

But now the 51-year-old iron-willed Senator from Cape Breton faces possibly his toughest challenge — as long-standing as the Quebec question but less amenable to a solution — ending the continuing cycle of economic disparity in the Atlantic provinces.

On June 6, Prime Minister Brian Mulroney dropped the Atlantic development hot potato into Murray's lap by naming him minister responsible for the new Atlantic Canada Opportunities Agency (ACOA) — the latest in a long line of federal bodies designed to "contribute to the long-term economic development of Canada."

Even after large amounts of federal

money and attention, regional disparity remains a fact of life for the four Atlantic Provinces. For example, unemployment in the region stands over five percentage points above the national average in the face of three years of strong economic growth in Canada. In 1985 a person in the Atlantic Provinces earned 20 per cent less than the Canadian standard.

Today's images of factories with locked gates, mines with equipment standing idle and youth lining the provinces' main streets with no jobs or hope have changed little from the time when Murray grew up. His voice becomes more determined when he speaks of the need to eliminate the second-rate economic status of the Atlantic region.

"I had been working for a year on the Quebec problem," he said. "But the attack on regional disparity in Canada is just as important."

The latest Tory assault on regional poverty will be fought from ACOA's headquarters — the tenth floor of the *Place De L'Assomption* office tower overlooking the Petitcodiac River in downtown Moncton. Announced in last October's throne speech the new agency, with its staff of 300 mostly former Department of Regional Industrial Expansion employees and \$1.05 billion (over 5 years) of federal money, has a mandate to run most existing regional development programs as well as devising new ones to improve the private sector in the four eastern provinces.

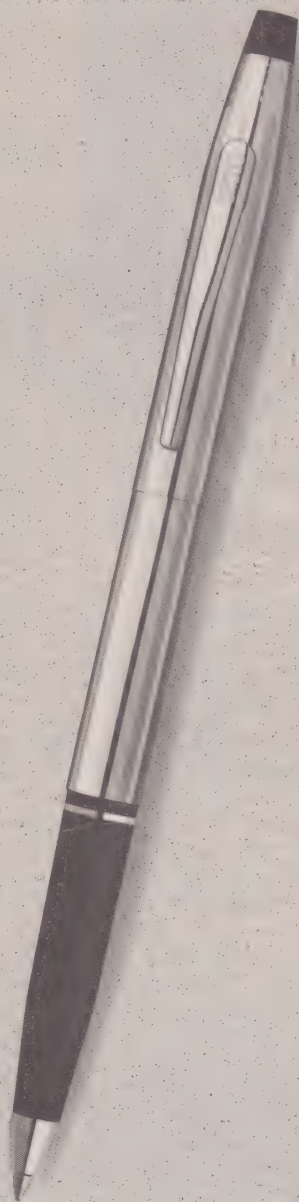
While Murray has the final say on which projects go ahead, the day-to-day running of ACOA will be left to Halifax-born Donald McPhail, the 56-year-old former ambassador to West Germany. He will work with an advisory board made up of active area people from the private sector as well as government to "ensure an active role for the private sector and the provinces in the design and implementation of the Agency's program," in the words of the government's press release.

The agency wants to break a long dependency of the Atlantic Provinces on public money, from which 80 per cent of all spending in the region originates, by developing a stronger small scale to medium size business sector. The local decision-making power and the renewed emphasis on small scale enterprises sets ACOA apart from previous federal development agencies, much to the relief of most regional players.

The old style of development policy that gave wads of money to companies to locate in these provinces simply did not work says Fred Morley, an economist with the Halifax-based Atlantic Provinces Economic Council (APEC). "Those footloose entrepreneurs don't stick around after the subsidies dry up. The home-grown type tend to ride out the tough times. Their roots are in the region," he said.

The failed promise of large scale pro-

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jects — everything from heavy water plants in Cape Breton to an oil refinery at Come-By-Chance — has most people in the region applauding the move to small business.

As well, the days of bureaucrats in Ottawa imposing their decisions on the region appear to be numbered. With ACOA's head office located in New Brunswick and other offices in each provincial capital, policy now will be set by people aware of conditions in the Atlantic Provinces. Besides the symbolism attached to locating ACOA east of Quebec, "when you work in Moncton and see the effects of the closure of CN's operations on the town, there's a sense of urgency in your gut that something must be done," said Donald Savoie, a University of Moncton professor whose April report to the Prime Minister's Office laid the groundwork for the new agency.

These complaints about out-of-province people making development decisions have been common in the Atlantic region for a long time. "...What we will in effect be saying is that we know in Ottawa what all the goals and priorities are in the various regions that we will tackle seriously and then we will tell them what we are going to do," said the popular Conservative P.E.I. member of parliament Dan MacDonald during the 1968 debate over the proposal to set up the Department of Regional Economic Expansion (DREE) — the first of the monolithic federal development departments supposed to pull Canada's poorer regions out of the economic quicksand.

The political push for the new Atlantic agency came straight from the Prime Minister's desk. When Mulroney met the Atlantic premiers in Newfoundland a year ago, he was greeted with a litany of complaints about the failure of existing programs to spread the economic recovery into the Atlantic region. Bureaucratic red tape was a problem; the perceived reduction in federal money was a problem; policy bias toward Central Canada was a problem. (Ontario and Quebec received more than 60 per cent of DRIE money in 1985/86 while less than 20 per cent went to the four eastern provinces.) In short, the same old horror stories that have dogged various federal governments since regional development became a priority surfaced again.

Mulroney returned to Ottawa convinced that a new agency located in the region was needed if economic stagnation was ever going to end.

Now enter Donald Savoie. His 1986 book on regional development, in which he spoke pessimistically about the chances of eliminating regional disparities, caught the eye of the Prime Minister. A November telephone call to the 40-year-old Oxford graduate from a senior Mulroney aide was all the coax-

ing needed for Savoie to cancel a trip to Australia and begin a study looking at a possible new federal agency.

"The day I was supposed to have been on an airplane bound for Australia, I found myself on a plane headed for Deer Lake, Nfld. to consult with area businessmen," Savoie sighed wistfully.

Raised in New Brunswick's Kent County, once described as an area which "the world of industry and of the machine has by-passed," Savoie grew up with an intense dislike for the continual poverty evident in much of the Atlantic Provinces.

"It's in your gut (the hatred of poverty) when you're from these areas. If I were from Westmount I would have been different," he says. In his mind the big project philosophy of previous development strategies had been an abject failure. A return to a more grassroots, self-sustaining approach would be a better alternative. Savoie used the old Atlantic Development Board (ADB) as a model for his new federal agency. Created in the early 1960s when John Diefenbaker was prime minister, the ADB was given six years to spend \$150 million to improve the infrastructure of the region. During this period the area's highways were paved, hydro plants were built and much-needed information on the Atlantic economy was collected, all with ADB money.

The board's last president, Ian MacKeigan, the 72-year-old former Chief Justice of the Nova Scotia Supreme Court, remains convinced that the ADB, with its local board of directors and less ambitious mandate, was a far better approach to regional development than the grand schemes of its much bigger successor, DREE.

"I wouldn't have established DREE in the way the government did it," he says. "I would have established a larger ADB and have all the programs in one department."

Savoie's final 100-page report to the Prime Minister echoed these sentiments. In its present form ACOA takes over existing DRIE programs, including the Economic and Regional Development Agreements — one of DRIE's main development vehicles — and the Industrial and Regional Development Program as well as responsibility for Enterprise Cape Breton and the Atlantic Enterprise Board.

In his position Senator Murray becomes the development chieftain of the region. And with the August announcement of a Western Canadian twin for ACOA — the Western Diversification Office — DRIE, now called the Department for Industry, Science and Technology, has lost much of its regional development mandate.

Murray also takes over responsibility for lobbying other federal departments to ensure that their policies reflect "a

regional component," for example, in transportation.

Some observers, however, have reservations about concentrating all federal development programs in one agency. "ACOA shouldn't be the sole agency responsible for regional development," says APEC's Morley. He fears the federal government may be washing its hands of area development and that other federal departments could ignore regional concerns in their policies.

"I have trouble with policies that have no regional feel. I wouldn't want these departments divesting themselves of regional responsibilities," he said.

Murray hopes to allay such concerns by relying upon his ability to negotiate the byzantine hallways of bureaucratic Ottawa. Years of moving in rarified political circles have given him the acuity to keep Atlantic concerns in the minds of federal policymakers. At least this is the hope of many in the region.

But Murray's presence has not ended fears that the establishment of ACOA may be the first step by a government trying to cut regional payments. ACOA's creation could give the federal government the chance to phase out existing DRIE programs.

Mulroney and Murray have repeatedly assured the provinces that ACOA's \$200-million a year budget will be in addition to existing federal commitments. But the recent troubles at DRIE, which



WAYNE CHASE

McPhail: tackling regional disparity

managed to spend its entire 1987-'88 budget by the end of July, has people in the Atlantic region wondering where the money to fund the new agency will come from and whether the government will continue to pay for both DRIE and ACOA programs in the future. And while the

federal government insists that the ACOA budget involves new money, that suggestion is greeted with skepticism by NDP leaders, both at the federal and provincial levels. Ed Broadbent refers to the new agency as a "political hoax," and Alexa McDonough, NDP leader in Nova Scotia points out that the announced funding for ACOA actually represents a cutback in federal money to the region.

McDonough's position is that if specific federal spending cuts in the region since 1984 are totalled, they amount to about \$1 billion. Therefore, even if the ACOA budget were \$200-million a year of new money, it would reflect an \$800-million cutback, even though the federal take in taxes has increased.

"ACOA, by itself, will not be enough for regional development," says David Ganong, president of Ganong Brothers Ltd., the New Brunswick candy giant.

Underneath the veneer of public approval for the agency other concerns are evident. APEC and the Atlantic Provinces Chamber of Commerce expressed serious reservations about the choice of McPhail as the chief operating officer of ACOA. Insiders complain that 30 years of bureaucratic experience, mostly at External Affairs, is the wrong kind of training for someone heading up a body designed to enhance the private sector in the region.

"We need bold new thinking down here. Will he be a risk-taker?" says one

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businessperson skeptically.

To balance McPhail's possible timidity, the business community is looking for ACOA's board of directors to have a bias towards the private sector, people who would carry through this bold new thinking. If not, they say, the new agency will become another political "pork-barrel," with its money going to the areas with the biggest political clout, not the greatest economic potential.

As well, the lack of information and length of time between the announcement of ACOA's formation and its operational kick-off, has regional players baffled. "I don't understand why it's taken so long," says Ganong from his St. Stephen office.

There are also those who don't believe that ACOA represents a new direction for federal policy at all. "The real problem is there's nothing to indicate any fundamental re-thinking of the region's problems," says Michael Bradfield, an economist at Dalhousie University.

Bradfield says that larger businesses have been the recipients of the majority of government aid through direct grants and tax holidays, money not usually available to small companies starting out. ACOA represents programs of the past. "If you are going to play the same old game then it doesn't matter who makes the decisions," he says.

But, for many, ACOA is the breath of fresh air they're looking for in regional policy. The 1960s notion that developing the area's infrastructure was key or ideas of the 1970s, that a large enough grant would attract any business, have fallen by the wayside says Paul Bugden, executive director of the Economic Council of Newfoundland and Labrador. Now the governments are realizing that developing projects that fit into the regional resource base and emphasize self-reliance offer a better chance of success. And Bugden says ACOA is a good first step.

Even though ACOA will likely face problems in the coming months the new agency has already grabbed some much-needed praise for the Mulroney government. In a twist of the usual political calculus, which states that big projects are vote-grabbers because of their high visibility, the federal Tories may have gained political points from its conversion to small business as a better alternative. It seems the Atlantic region has tired of the grand promises of past mega-projects and instead sees less ambitious development as a more fruitful route.

But ACOA cannot solve all regional disparities Savoie warns. The real battle to eliminate these economic woes will take place within the minds of people in the region.

"We can go on bitching about big bad Ontario. But that approach has never worked. We have to look to ourselves to solve our own problems."

Business scores big with AHL

Professional hockey teams in Halifax, Moncton and Fredericton contribute greatly to the economy of the region



by Neil Hodge

This is the dirt-to-diamonds economic, social and cultural tale of the three Atlantic Canadian cities which have fought their way into the American Hockey League, a circuit that previously had no Canadian-based teams.

Twenty years ago, a professional hockey franchise in Atlantic Canada was a distant and far-fetched dream. Everyone insisted the region was too far removed, too poor and too sparsely populated.

Everyone but one man, that is. Halifax native Richard F. "Tiny" Titus ran over, around and through every major obstacle to turn the dream into a \$45-60 million annual operation.

"I was laughed at by Toronto and Boston when I approached them about the possibility of them locating their farm team in Halifax," recalls Titus, who was Chairman of the Halifax Forum Commission at the time and needed a major tenant

to keep the building afloat. "Money was the biggest problem, but I also had to fight Atlantic Canada's reputation as being a no man's land."

But Titus persisted and finally succeeded in coaxing the Montreal Canadiens to establish a farm club in Halifax in 1970-71. With the birth of that club, the Nova Scotia Voyageurs, and the addition of Moncton and Fredericton in 1978 and 1981, hockey gained much respectability on Canada's East Coast. Today, in fact, it's booming.

From the time that first puck was dropped on centre ice in the Halifax Forum and long before anyone realized the economic implications, Pat Connolly, then, "the voice of the Nova Scotia Voyageurs," says the franchise provided Atlantic Canada with its first-ever chance to play in a league of international description, and in so doing, helped combat a widely-held public image of the region as being a depressed, down-at-the-heels

part of the country dependent upon the rest of Canada to survive.

"The inauguration of a professional franchise at least gave the area a chance to start fighting that kind of image," says Connolly, now the director of media relations for the Nova Scotia Oilers. The Oilers came to town when the Voyageurs moved to Sherbrooke in 1983. "Hockey has done more to put Nova Scotia and this region on the map than the tourism industry could ever afford to buy," he says.

Mike Doyle, Vice President of Operations for the Fredericton Express, agrees. "We think we're one of the major tourism ambassadors for the capital city of New Brunswick. There's a lot of places along the eastern seaboard of the United States that only know about Fredericton because of the hockey team."

And the pro hockey franchise has not only had an effect on tourism. Millions

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of dollars aside for a moment, the most striking visual effect of pro hockey on Atlantic Canada is found in downtown Halifax, where, in 1978, the 9,500 seat Metro Centre was constructed, arguably because of the Voyageurs' presence.

"I doubt seriously if the Metro Centre would have been built without the Voyageurs," says Connolly. "You need a viable reason to spend that much money and without the Voyageurs there really wouldn't have been a reason. You need a major permanent tenant that's going to occupy the building 40-50 nights a year. Now Halifax has a first-class complex for concerts, exhibitions or whatever."

Although the visual impact isn't as evident in Moncton and Fredericton where the stadiums are on the edge of town, the economic impact is significant. An estimated \$15-20 million a season is pumped into the local economy of all three cities as a result of incoming and outgoing teams.



MICHAEL CONNOLLY

Connolly: Halifax as a test market

"The hospitality industry, including bars, restaurants, hotels and transportation benefits the most," says Doyle. "Conservative estimates through local economists tell us there's \$3 million a season that goes to restaurants, lounges and pubs as a result of people going out after the game."

Doyle admits not everybody recognizes the benefits. He says most people have no idea what it costs to operate a pro franchise or where the money is spent.

Fred Repp, manager of the Citadel Inn in Halifax, and Joel Attis, owner of Ziggy's Nightclub in Moncton, are two Maritime businessmen that do understand the impact of pro hockey on their respective cities.

"There's no question pro hockey has helped the Citadel Inn survive the slow

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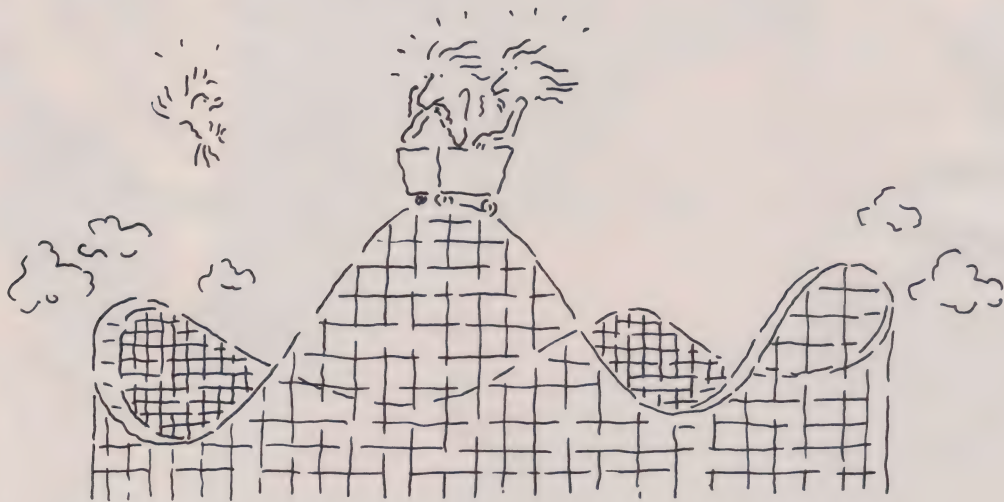
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period from September to April," says Repp, pointing out that 35 teams, some of which travel with large booster clubs, stay at his establishment each season.

Business has increased so much in Moncton that Joel Attis monitors the schedule to make sure he has a larger staff working on game nights to handle the increased flow of traffic.

"Not only do we get the players after the game, but also the many fans who follow their movement closely. The players create a lot of excitement and activity when they're around and they add something to the city's nightlife."

"The impact of a pro hockey team on a city is tremendous in terms of dollars," says Larry Haley, director of marketing and media relations for the Moncton Hawks. "The team turns over about \$18 million a season to the city and if we're spending that much money, then those companies are spending it with someone else. Eventually everyone feels the impact because it's a huge cycle."

But Haley says the value of an organization can't be measured purely in terms of dollars and cents because of all the intangibles. "It gives a city civic pride and you just can't put a pricetag on something like that," he says. "There are only 34 cities in North America that have pro hockey teams, so for Moncton to be one of them makes the people proud."

Fredericton averages 2,800 fans per game to its 3,300 seat stadium and in Moncton pro hockey is the biggest entertainment draw in town at 3,600 fans per outing. Still, pro hockey may never have reached the two New Brunswick centres had it not survived a rocky and often uncelebrated history in Halifax.

After an early success, Halifax-based AHL teams produced a litany of bankruptcies, winding up in the red each season and causing people to wonder whether there would be another season.

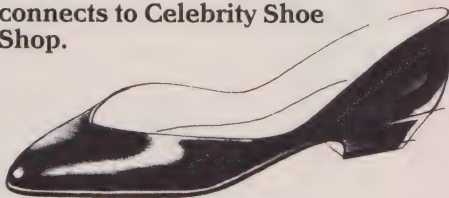
"We have been unable so far to develop an attachment between the team and the community at large," says Connolly. "This team operates in Nova Scotia for Nova Scotia and not for some vested interests outside the province which was an image that surfaced early in the life of the franchise and won't go away. With local ownership last season we thought that was a reinforcement of the fact we're not a bunch of carpetbaggers sweeping money into Quebec initially and Alberta now. All revenues that flow from concessions are spent in Nova Scotia to maintain the franchise."

Although it has been a frustrating 17 years, tainted by fan apathy, Connolly says Halifax, which has had the keenest corporate interest in the league, has been a test market for Moncton and Fredericton. "After the league saw hockey survive in Halifax it made good economic sense to add a couple of more teams from the region to create a rivalry."

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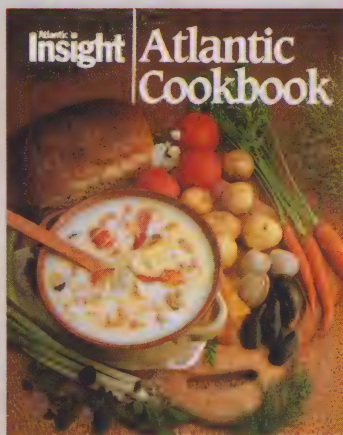
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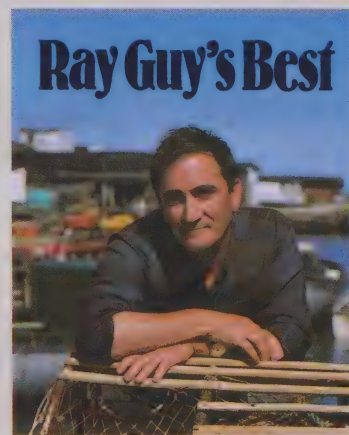
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It was something that started out as a hobby for **Walter Stephens**. And now, almost 50 years later, it still is.

In December, he will mark 40 consecutive years as Chief of the Windsor Volunteer Fire Department and almost 50 years as a member of the squad. While no official records are kept, the Dominion Fire Marshall's Office of Canada says it's an almost certainty no one has served as long as he has.

Today Walter Stephens oversees a department of 60 men which includes 10 vehicles valued at close to \$2 million. Stephens is not only responsible for Windsor, but also a large area outside, a portion of which extends to the Lunenburg County line. He says what he is doing now is really a young man's game and "within another few years one person will not be able to do what I am doing now."

"One of the more pleasurable moments over the years was containing a fire

at the Windsor Baptist Church," says Stephens. The huge structure suffered only minor damage.

Stephens recalls a Victoria Day weekend fire in 1978 as one of the more challenging moments in his career. The fire engulfed the two storey Canadian Tire Store complex in Windsor and some people living on the top floor had to be rescued from the window ledges. Another moment was nearly seven years ago when the building housing Canada's oldest agricultural fair was destroyed by fire.

Besides his post as Fire Chief, Stephens is also Windsor's deputy mayor and is just finishing up with a family operated clothing and furniture store he has managed for a number of years.

In what little leisure time there is, he likes to work in the backyard garden of his two-storey home located very near the Fire Hall.

Andy Skrobot is the "birdman of Bathurst." But there's no fooling around for the New Brunswick resident when it comes to the care, training and breeding of his loft of 150 racing pigeons.

"They're athletes," Skrobot says. "They have to be prepared psychologically as well as physically for each race. If a bird lacks the strength or the intelligence to come home as fast as possible he won't last. A homing pigeon will come back some time; a racing pigeon must come home in the fastest time."

Skrobot is particularly proud of one little hen which recently flew home from Quebec City, a distance of 430 kilometres, not once but four times in a 22-day period. Her daughter arrived home with her after one of these flights, an indication this hen is not only a strong racer but a good breeding prospect as well.

Pigeons are like race horses in this respect according to Skrobot. Sometimes a champion sire will fail completely in passing on his winning characteristics to his foals. Only a successful offspring can prove breeding potential.

Skrobot, a member of the Chaleur Racing Pigeon Club, is also affiliated with the Canadian Racing Pigeon



Skrobot: vice principal coaches winged racers

Association. "It's the only association of its kind in the world I'm aware of that puts out a comprehensive yearbook," he says as he shows the thick digest that has recorded all the clocked flights of Canadian racing pigeons in that particular year. Skrobot's name and the leg band number of many of his birds appear frequently in its pages.

The vice principal of a Bathurst junior high school says he likes the challenge of racing pigeons. With more than 20 years experience in the sport Skrobot can look into an overcast drizzle and calculate the chances of a prized hen coming home.

"Hawks and weather take a toll," he says. "But human error in sending out a bird at the wrong time is the biggest villain."

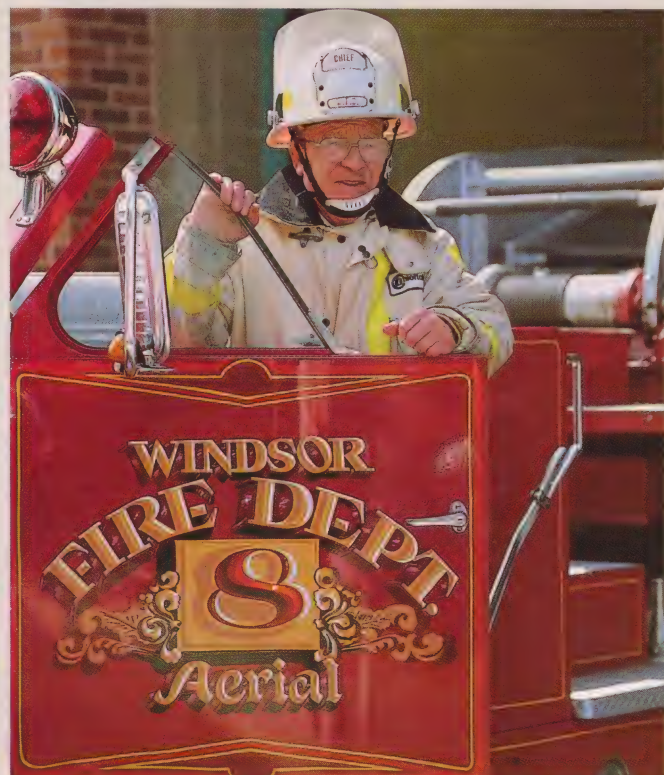
After 1,100 kilometres, 35 days on the water and about 750,000 strokes of the kayak paddle, **John Barrett** was safely back on dry land on August 4 after completing his historic Kayak for Cancer journey.

Barrett's odyssey began July 1 when the 32-year-old Charlottetown resident launched his 18-foot sea kayak into the Charlottetown harbor. His goal: to raise money for the P.E.I. division of the Canadian Cancer Society.

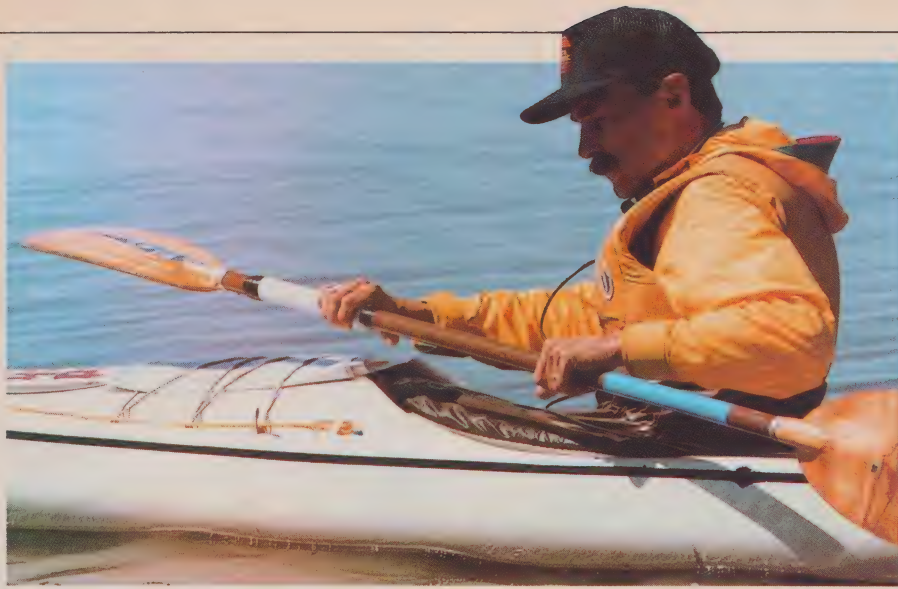
And he was more than successful. By the time he paddled the last few kilometres back into the city's harbor, he had raised more than \$50,000 with more donations expected.

Barrett's achievement was the culmination of more than two years of planning. Moved by the deaths of his wife's parents from cancer and aided by his knowledge of fund raising, he researched water conditions and equipment requirements. Then, in October, 1986, he joined forces with the Cancer Society and found corporate sponsors.

Physical preparation was equally im-



Stephens: fifty years of service, Windsor fire chief going strong



Barrett: paddling around the Island for cancer

portant. An 11-year veteran of kayaking, Barrett trained in an indoor pool in the winter, and once the late spring ice had melted, he was out on the open water. The training paid off as smooth sailing was often interrupted by high winds and four to five foot seas.

It was a difficult 35 days, but for Barrett raising the money and meeting with the people as they presented him with their donations more than made up for the dampness and the constantly aching muscles.

"This is one big Island with one big heart, and I'll never forget them."

In Burt's Corner, N.B. there's no mistaking **Ashley Gorman**. He's the guy who looks like Mitch Miller, and in this tiny community on the outskirts of Fredericton, it's Gorman who is the real Mr. Music.

Burt's Corner's claim to fame is its Brass Band, which is celebrating its 75th anniversary. Gorman, who is himself 75, has been the leader of the band for the past 33 years. "It's unique,"

he says with an understandable amount of pride, "it's the only brass band left in New Brunswick."

Gorman estimates he has taught 200 beginning band members over the years, many in his kitchen. Each year, he holds classes for new band members. "You've got to keep rejuvenating the band with young people. That's the only way you can keep it going," he says.

At present, the 30-member band ranges in age from 10 to 79 years. The locals are quick to credit Gorman's determination for the band's success in recent decades. There's consistency in that, because it was determination that got the band started way back in 1912. At that time, people of Burt's Corner chipped in to hire a Fredericton musician by the name of Jimmy Knight to come to their community once a week for music lessons. As one old time band member recalls those days, Knight would hitch up his horse and wagon, and stocked with a quart of whiskey and enough chewing tobacco to make the round trip, head off to Burt's Corner.



Gorman: bandman "top brass" in Burt's Corner

These days, it's the Burt's Corner Brass Band making the trips, to Fredericton, or any one of countless other communities where there's a parade or festival or even a senior citizens home in need of music. The Brass Band is the pride of Burt's Corner, and Ashley Gorman is Mr. Music.

With the sale of 7,000 copies of his first book, *Will Anyone Search for Danny?*, **Earl Pilgrim** of Roddickton, Nfld. has a Canadian best seller on his hands.

A wildlife protection officer in the province's remote Northern Peninsula, Pilgrim decided to write the book after he had been lost on the barrens in the same area where ranger Danny Cochrane survived two weeks in the wilderness, in 1936.

The gripping story of the 21 year-old



SCOTTER STUDIO

Pilgrim: Nfld. author blasts wildlife poachers

St. John's youth, whose dedication to the rescue of Newfoundland's moose and caribou from mass destruction by poachers led to his pitiful death, is an unexpected hit for Pilgrim.

"My first printing was last December and I had 1,000 spoken for before the book was off the press," says the man who was once the Canadian Light Heavyweight Boxing Champion. He is also famous on Newfoundland's northeast coast as a master raconteur and a zealous guardian of the big game populations.

He wrote Danny Cochrane's story as "a memorial to the people who tried to save him." Ironically, it is also a vivid account of official bungling which resulted in the young ranger's real struggle for survival beginning when he was found, half-frozen but alive, in the open country.

Pilgrim is working on another book on poaching, *Death on the Hills*. He has gained his familiarity with the vicious problem during the past 21 years, nine spent as a game warden and 12 with Newfoundland's Wildlife Services.

Earl Pilgrim is marketing his first book himself, from his outport home to local bookstores, and will be selling it next winter at the Calgary Olympics, where he is involved in the boxing competitions.



A feast fit for a king

In these modern times, venison and other game are still considered elegant and delicious temptations for the palate

by Janice Gill

I send you, by the bearer, a fine buck," wrote Henry VIII to Anne Boleyn, "and I trust that when you eat of it you will think of the hunter." In the Merrie England of Tudor times, only nobility (and their ladyfriends) received presents of game. Today, in Atlantic Canada, just about everyone has, at one time or another, been the grateful recipient of a gift of venison, a brace of partridge or a fine black duck. However, as they seldom come with cooking instructions attached, the pleasure in the gift is often mixed with a good deal of puzzlement as to what to do with it.

Strictly speaking the word "venison" refers to the meat of all mammalian game, from moose to rabbit, but through usage it has come to mean the meat of the animals of the deer family. It is similar to beef in appearance but has a richer flavor. If the animal is young, the meat will be meltingly tender; older venison tends to be somewhat tougher but can be tenderized either by marinating or slow, moist cooking or both.

The leanness of the game, which tends to make it dry out during cooking, is counteracted by larding or barding, larding being the insertion of strips of pork fat into the thickness of the meat with an implement called a larding needle, while barding means covering the meat with thin slices of bacon, fresh or salt pork during the cooking time. The latter is the simpler of the two methods as it requires no special utensil but anyone who plans to cook venison, or indeed, very lean beef, should buy a larding pin (available at specialty cookware shops or butchers' suppliers) and learn to use it. Essentially the larding pin is a hollow needle in which thin strips of salt pork are placed and pushed through the meat. It is easy to push the needle through parallel to the grain and when the roast is carved against the grain, the larding will create a design in the slice. Smaller game birds like pheasants, partridge, quail or woodcock should always be barded to protect the delicate

meat. Wild duck and geese may not require extra fat.

Another problem facing the neophyte game chef may be the result of amateur meat cutting, resulting in oddly shaped pieces which are impossible to identify making it hard to determine a proper cooking method. Harold Ferguson, of Bayview, N.S., a farm butcher and experienced meat cutter says that to get the most from venison it is essential that it be properly field dressed and then cut in the same manner as veal or lamb.

The most usual method of preparing venison is to slice it thin and quickly pan fry it. This works well as long as the steak is very thin and the pan heavy cast iron and very hot. When broiling venison, it must be basted almost continuously or it will dry out.

Many people who are familiar with, and fond of, venison steaks have never had the pleasure of tasting the rich flavor of a large roast. The saddle, leg and shoulder cuts all yield magnificent roasts. If the cook suspects that the meat may be less than tender, then braising is the proper cooking method. The meat is first browned and then placed on a bed of shredded vegetables, (carrots, turnips, celery and onion) with a small quantity of liquid (stock or wine) and cooked, covered, until it reaches an internal temperature of 130°F. Sauces for venison are best prepared separately, using meat stock or wine rather than utilizing the pan juices.

Historically, the presentation of game at serving time was very elaborate, the birds dressed in full plumage, venison roasts garnished with exquisite silver brochettes. It is still usual to present pheasants with several of their handsome, long tail feathers inserted in the vent, on a bed of wild rice or surrounded by game chips and roasted chestnuts. The crisp skin of duck or goose can be glazed by brushing with melted apple jelly. The bone ends of a rack of venison wear paper frills and mushroom caps and cherry tomatoes make an attractive and appropriate garnish.



Venison Stew

The neck yields a goodly quantity of meat. It is a waste to grind this into hamburger when it can be tenderized by slow, moist cooking into a delicious stew. Cubed meat from the shanks can also be used in this recipe. Buttered noodles and red cabbage with apple make excellent accompaniments.

2 pounds boneless venison
2 tbsp. flour
1 tsp. salt
3 tbsp. bacon dripping
¾ cup chopped onion
1 clove garlic, minced
3 cups veal stock
6 oz. can tomato paste
½ tsp. freshly ground black pepper
3 tsp. paprika



PHOTO BY ERIC HAYES FOOD STYLIST KATHERINE CHUTE

with foil to keep warm. Pour cognac into pan and ignite. When flame has died down, add port and seasoned butter. Swirl until butter has melted and blended into sauce. Replace steaks and cook over medium heat for 2 or 3 minutes, turning once. Serve with oven fried potatoes and baked or sautéed mushrooms. Serves 4.

Marinated Roast Venison

Most marinades for game require a fairly large amount of wine. However, vinegar works just as well for tenderizing and the incomparable natural flavor of the meat needs no vinous enhancement. Save the wine to drink with the dinner!

4 cups water
1½ cups red wine vinegar
½ cup sliced carrots
½ cup sliced onions
½ cup chopped parsley
1 clove garlic, crushed
3 tsp. salt
10 peppercorns
1 tsp. dried summer savory
5-7 pound leg of venison
7-8 strips of fat salt pork

Combine all the ingredients except venison and salt pork in a saucepan, bring to a boil, reduce heat and simmer 30 minutes. Pour over venison roast while still hot. Cover with strips of salt pork and roast in a 450°F oven for 20 minutes. Reduce oven heat to 325°F and continue roasting until meat thermometer registers 150°F (about 10 minutes per pound). During the last 15 minutes of cooking, remove pork and brush the roast two or three times with melted red currant jelly. Let meat stand for 15 minutes before slicing.

Casserole of Pheasant

For the cook who is unable to obtain the wild birds, domesticated pheasant are available, frozen, in the gourmet section of some supermarkets. Partridge or quail may be substituted in the recipe, allowing one partridge or two quail per serving.

1 brace pheasants
salt and pepper
4 tbsp. oil
2 tbsp. fresh butter
6 slices fat salt pork
2 cups sliced mushrooms
¾ cup pearl onions
¼ cup Madeira or sherry

Sprinkle birds, inside and out with salt and pepper. Heat oil in heavy skillet and add butter. When butter is foamy, brown birds on all sides. Cover breasts of pheasant or partridge with salt pork or wrap entire quail. Place birds in casserole with onion and mushrooms and cook in a preheated oven for about 40 minutes for pheasant, 30 for partridge, or 20 for quail. When birds are done (flesh should be a little pink to prevent drying out) add wine and cook five minutes over moderate heat, stirring. Sprinkle with chopped parsley and serve from casserole. Serves 4.

1 cup sour cream

Cut the meat into 1½ inch cubes. Combine flour and salt in a bag and shake the meat cubes in it, a few at a time, until they are well covered. Melt the bacon dripping in a heavy skillet and brown the floured cubes. Add onion and garlic and sauté until limp. Add stock, bring to boiling point, cover and simmer two hours or until meat is tender. Stir in the tomato paste and cook gently for 15 minutes. Blend in the pepper, paprika and sour cream. Reheat but do not allow to boil. Serves 6.

Venison Steak Diane

This elegant dish can be prepared in the kitchen but if there's a chafing dish available, to prepare and flambé it at the

table provides a notable culinary spectacle. The steaks should be boneless, cut from the topside of the leg.

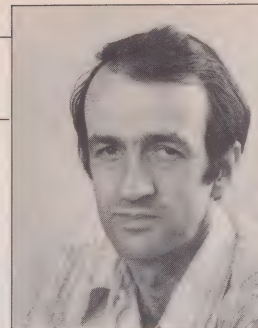
4 venison steaks cut ½ inch thick
½ cup unsalted butter
salt and pepper
4 tbsp. minced chives
4 tbsp. chopped dried shallots
¼ cup brandy
½ cup port wine

Pound steaks with the flat side of a meat mallet until they are half their original thickness. Cream ¼ cup butter with chives, salt and pepper to taste. Oil a skillet or chafing dish and melt remaining ¼ cup butter. Sauté shallots until translucent. Increase heat and sauté steaks, 30 seconds per side. Remove from pan to a warmed platter and cover

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The bloom is off the Tory rose

It's been — what? — nearly three months since St. John's East fell. It was taken over by baddies who are totally alien to the Newfoundland way of life. I'm not making this up. No less an authority than the Minister of Transport of Canada, John Crosbie, said it. And who is a boy to believe if not his region's top cabinet minister? Things are deadly quiet in St. John's East now, and casual passers-by probably notice nothing. But little had changed in Budapest either only three months after Stalin took over.

How did the aliens of the New Democratic Party manage to take over a bastion of solid virtue, right-thinking and 80 per cent Conservative majority vote like St. John's East? We might have expected that Hamilton Mountain and Yukon — the two other ridings that the NDP swept in the July 20 by-elections — would turn to such hairy political sasquatches. These are Johnny-come-lately places full of unruly types, probably even with immigrants. But although the world may go to hell in a handbasket, as it frequently does, its salvation is made possible because the rock-solid founts of wisdom remain loyal and true, making regeneration possible. We are entitled to ask in panic: Whither the nation when St. John's East falls?

Why did these formerly trustworthy people do it? Several explanations were put forward, but to go to the nub of the issue, and to cite our authority — the transport minister — again, the people were "crabby." Common people, of course, lapse once in a while and offend against duly constituted authority. But this is no mere assault on a fishplant or UIC office or collective excess of fiddling, dancing, and confessionable activities on the Quidi Vidi Lake on a hot summer night. This is removing a Conservative from office and replacing him not with a vaguely tolerable Grit but with a who-knows-what?

So St. John's East is crabby. The question, then, is: What if the whole nation gets crabby? Indeed, this is happening. The polls show the NDP ahead and the national magazines show the coyly innocent face of Ed Broadbent, in reality a rank deceiver willing to use the artifices of showbusiness and advertising to present himself, having gone to the extreme of wearing dark suits so as to look more prominent on television.

A profoundly troubling question is raised about democracy itself here. What

if a majority of the people go crazy and elect a bogus government, one which does not necessarily rule in the people's interest but according to some mysterious process which may be ideological, or the result of a bunch of amateurs not knowing what they're doing or, worse again, designed merely to maintain power? Do we really want this kind of thing in Canada?

The Senate has recently roused itself and might serve as a balancing force. But imagine the horrible mess: an NDP Parliament, and a Grit Senate led by the unspeakable Allan MacEachen. Another large balancing force is, of course,

*Imagine the
horrible mess:
an NDP
Parliament and
a Grit Senate
led by the
unspeakable
Allan
MacEachen*

business, which can move to restrain a government whose politics are wrecking the economy. In times of stress a business can tactically remove its investments in the United States. Indeed, in order to induce sobriety in an electorate in need of it, this is best done before the election.


Despite their liberal-socialist bias, the media are usually quite cooperative on a matter like this, being unable to resist the visual aspect of a convoy of Brinks trucks moving south. Some shrink from such considerations, but what is democracy except the right of business to move its capital where it will? As a last resort, of course, there are the American secret services whose interest in Canada has no doubt quickened lately. Unfortunately, these are in disarray at the moment. Even

more unfortunately, some Americans of note have said that who Canada elects is its own business, and naively pointed to social democratic governments in Europe as benign examples of this sort of thing. The Americans are indeed getting soft-headed. What's the point of offering these concessions and other tokens of friendship to them if they can't understand the point of it all: the need to make the Canadian electorate see the value of re-electing Prime Minister Mulroney?

But of course something has to be done. Consider the extremism of even what we know of the NDP. They're prepared to declare that World War II is over...and that we should bring our troops home from Europe. All you have to do is read the editorials in the daily press of Atlantic Canada to realize how dangerously mad such a policy would be. Could so many editorialists be wrong?

Obviously rational and traditional argument will have no effect on the electorate in its present mood. In St. John's East everything possible was done. Roads and wharves were promised in abundance. As Mr. Crosbie said, this was the government putting "its best foot forward" and could it be blamed for that? Of course not. This is a profound conundrum then. The government is doing what it does best — build roads and wharves at election time — and this activity also happens to be the very woof and warp of the Newfoundland way of life. It should be a happy coincidence. Yet even former Conservatives voted for these gangrenous socialists. One, interviewed in a tavern, said he was "browned off" with both the Conservatives and the Liberals.

Obviously something is wrong. Perhaps it's just a temporary touch of contrariness brought on by an unusually hot summer. If not then we can expect the New Brunswick, Nova Scotia, and P.E.I. ways of life to be similarly challenged for a start. Then following the election of the NDP to power there would be wholesale catastrophe: government in turmoil, refugee policy in chaos, budget deficit ballooning, financial institutions collapsing, U.S. protectionism rising, provincial governments up in arms, constitutional meddling and so forth.

Of course after a couple of years in power the NDP's popularity will have collapsed and the population, chastened, will be mad as hell. So before we vote in a general election next time, let's think about it first, eh? 

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TRAVEL & ENTERTAINMENT



White Point Beach Lodge, a seaside resort in Nova Scotia, is open year-round and offers a private retreat for conventions of up to 250

Convention sites rank high

Atlantic Canada has decided to go into the convention business and some smaller centres are having the greatest success

While working at Keltic Lodge in Cape Breton one summer, I had the opportunity to meet a British prime minister, the Canadian federal cabinet and several American senators. The senators were on holiday, the rest, mixing business with pleasure.

The growing desire to travel — and to mix business with pleasure when doing so — has created a boom industry tailor-made to our region: conventions. Hospitality is Atlantic Canada's most famous resource, and our hoteliers know how to lace this virtue with crisp professionalism.

Political, professional, church or academic associations wishing to convene in Atlantic Canada can choose from a wide variety of sites and facilities. Virtually every city, town and shoreline has seen a recent spurt in the number and quality of hotels and convention centres.

Some attract national and even international business; others are geared to fulfil the needs of local groups of 50-500 people.

The largest recent expansion of a hotel in the region has been at the Best Western Glengarry in Truro, N.S. The construction of a new wing more than doubled its bedrooms, from 47 to 114.

A 550-seat ballroom, capable of being divided into four smaller rooms, has also been added. The old hotel building has been extensively renovated, adding four more meeting rooms.

The "hub town's" location is so ideal for bringing Nova Scotians together that the Glengarry defies the general rule that 75 per cent of convention business falls in the "season" between April and October. The Glengarry's business actually improves during the winter.

White Point Beach Lodge is a resort and conference centre six miles west of Liverpool, N.S. White Point has all the facilities one would expect from a seaside resort: a golf course, tennis courts, recreation centre, mini-putt and a sandy beach. Non-winterized cabins bring the room total to 108 in the warmer months; 53 rooms are open year-round. The Lodge can accommodate conventions of 50-250 people.

Managing director Doug Fawthrop

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describes White Point as "an alternative to a commercial hotel. Our forte is on the retreat/training side." Built as a private hunting and fishing lodge in 1929, the White Point became a hotel when the stock market's collapse forced its sale.

Viewers of the Jeux Canada Games opening and closing ceremonies last winter are aware of the big news in Cape Breton. It's the \$14 million Centre 200, commemorating Sydney's 200th birthday in 1985. The Centre 200 has the facilities to hold a major convention: an arena bowl that sits 6,000, a banquet hall that can sit 600 people to dinner. But most of their business is coming from smaller groups who stay in one of Sydney's new or renovated hotels, but want to enjoy the Centre's posh meeting rooms.

In Sackville, N.B., one of Atlantic Canada's smallest universities is making a big name for itself in the convention trade. Mount Allison University has turned a former residence of painter Alex Colville into a year-round conference office. Fifteen summer employees (and three all winter) are working to bring meetings to Mount Allison. This past summer, 45 conventions of up to 1,400 delegates descended on Mount A's campus. When groups need more than the university's 1,100 residence beds, nearby hotels are more than happy to help out.

During the school year, Mount A arranges conference itineraries and delegates stay in hotels. Co-ordinator Michel Ouellette says, "We provide accommodations, audio-visual equipment, bars, everything...and if we don't have it, we'll get it for you."

Two hours south along the Bay of Fundy coast is the legendary hotel that wrote New Brunswick's book on hosting conventions. The elegant Algonquin, overlooking the town of St. Andrews, still ranks as one of New Brunswick's most popular convention spots.

Closed during the winter, the Tudor-style Algonquin crams a year's worth of service into the summer months. Two golf courses (one 18 and one 9-hole), two tennis courts and a swimming pool allow visitors to relax after-hours in style. It has 196 rooms and can serve 350 people in the dining room or theatre-style in the main room. CPR-built in 1914, the Algonquin is now owned by the province and run by Canadian Pacific.

In Bathurst, the Atlantic Host is making a name for itself as the hotel of northern New Brunswick. Owned by the Degrasse brothers of Bathurst, the nine-year-old Host has just undergone extensive renovations. A brand new convention hall, capable of sitting 150 theatre-style, a racquet ball court and lounge have all been added. Other attractions of the 105-room hotel include two other meeting rooms, a pool, sauna, whirlpool and games room.

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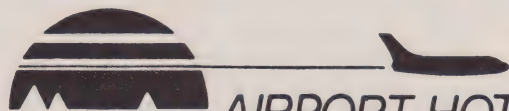


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The Charlottetown combines stately elegance with modern facilities

Prince Edward Island welcomed 500,000 visitors last summer — four times the Island's population. Consider that there are only 3,500 tourist beds on P.E.I. and you quickly come to two realizations: many people are camping out; and if more beds were available, more visitors — and more conven-

tions — could be accommodated.

The island government and hoteliers have started taking steps to fulfil the potential. New establishments have been built and several of the Island's largest hotels have recently expanded or renovated and P.E.I. has established the only Provincial convention bureau in the region. General manager Bill Ozard

declares, "This province is pretty serious about convention business."

In the capital, a former CN Rail hotel, the Charlottetown, is now operated by Rodd Inns and Resorts. For the past two years the new owners have been spending money to make it rank with the best. Visitors now enjoy an upgraded ballroom

Large centres also compete

As well as a wealth of smaller conference sites, Atlantic Canada lays claim to a number of larger, world-class centres.

The largest and most successful of these is in Halifax, where the World Trade and Convention Centre is fast earning a global reputation. Since opening in February 1985, the WTCC has hosted a series of important gatherings, including a First Ministers conference, several national corporation meetings and a security-conscious NATO summit. A provincial Crown corporation, the WTCC features two main ballrooms, each of which can seat 1,500 people for dinner or 2,000 theatre-style. A flexible wall system allows the creation of one-to-12 breakout rooms. The 10,000 seat Metro Centre is just an escalator away.

Business is increasing rapidly with 34 conventions already booked for 1991, and several for as far away as 2004. Sales strategy has the WTCC working strenuously for the huge New England market, and president Ken Mounce is predicting even greater success.

About to join the battle for big conventions is the St. John's Crowne Plaza Hotel and Convention Centre, an 11-storey complex in downtown St. John's. Constructed at a cost of \$36 million, it is scheduled to open this November.

Roomy enough to accommodate 2,000 conventioners, the Crowne Plaza has 11 breakout rooms, six near the main ballroom and five on the third floor overlooking St. John's harbour. The top three storeys of the 227-room hotel are

VIP floors, where perks include portable bars and telephones in the bathrooms.

Prince Edward Island's flagship convention centre is also the Island's tallest building. The 10-floor Prince Edward Hotel and Convention Centre in downtown Charlottetown, has been in the convention business for five years. The 205-room Prince Edward has a ballroom which sits 1,500 theatre-style or 1,000 for dinner, with 10 breakout rooms. Operated by CP Hotels, the Prince Edward is part of a weather-proof complex including 10 stores, a fitness centre, whirlpool and sauna. CP has recently added a new meeting room and 10 bedrooms, with further renovations expected to follow.

The greatest facelift given any city's downtown in the region has occurred in Saint John.

The heart of the new city centre is the Market Square. This complex includes apartments, more than 70 stores and restaurants, a regional library, the new Hilton International Saint John and the Saint John Trade and Convention Centre.

Translation facilities, AV equipment, and an advanced sound system are just some of the SJTCC's features. Overlooking the Bay of Fundy, the Centre contains a Great Hall which seats 2,200 people theatre-style and 1,400 for banquets.

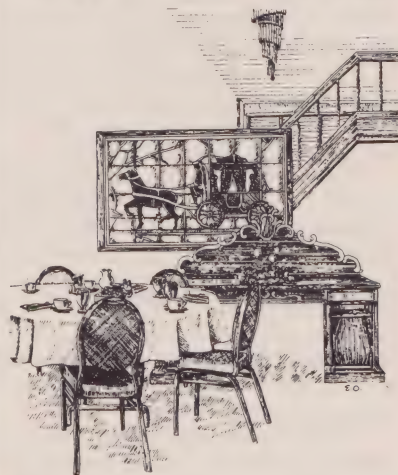
The Centre operates a 196-room hotel only steps away via an enclosed walkway. There are 11 available breakout rooms: six in the Centre and five in the hotel.



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TRAVEL

and a new meeting area called the City Centre which comes equipped with audio visual equipment. The Charlottetown offers 108 bedrooms and meeting spaces for up to 200 people.

A couple of blocks away, Best Western McLaughlin's has just opened a North Court housing 72 rooms and a meeting room for 150. Officially opened in June, it is across the street from the main building, where all 81 rooms have been redecorated. A pool, sauna and whirlpool can help you unwind.

Those wishing to breathe the country air can try Rodd's Mill River Resort. Located an hour away from Charlottetown, this resort is surrounded by recreation and play areas, including tennis courts. It is on an 18-hole golf course — one of the Island's finest — and is only four miles from the ocean. Rodd's 80 rooms are perfect for the smaller group.

There are a number of well-kept convention secrets in Canada's easternmost province. One is the Glynmill Inn, in Corner Brook. Constructed in the 1920s as living quarters for employees for the local paper mill, the Glynmill evolved into a guest house and a hotel. Atlantic Inns acquired the Tudor-style mansion in 1974, adding a new wing and convention facilities for 250 people. Of the 92 rooms, all but 30 are in the original wing,



The Glynmill: combining old with new in Nfld.

where no two rooms are alike. The Glynmill offers golfing just around the corner and hunting, fishing and skiing. Banquet and sales manager Gudrid Hutchings sums up the Glynmill's philosophy. "We are firm believers in keeping the values of yesterday. Like personal service."

Visitors to central Newfoundland have a couple of great spots to choose from. Fresh from a \$2 million makeover,

the Hotel Gander is bigger and better than ever. The Gander expanded its main meeting room to hold 800 people. Smaller sessions can divide the main room into four parts, and use three nearby breakout rooms, called Saturn, Jupiter and Pluto.

With only 113 bedrooms, the Gander can only fill the new hall when a large convention houses some people in the nearby Holiday Inn or Albatross. Another extension is planned for next spring. This one will add 40 rooms, an indoor pool, sauna and hot tub.

Just down the road in Grand Falls is the Mount Peyton Hotel. Located on the Trans-Canada highway about a mile from the Exploits River, the 150-room Mount Peyton hosts about 30 conventions a year. The main ballroom can hold 250 people theatre-style or 200 for dinner. Two other rooms are large enough for meetings of 100 and 40. Each room is equipped with a video screen and audio visual equipment. Owner Mike Gallagher says there is a continuous renovation program at Mount Peyton. Ten rooms were recently designated as non-smoking.

Add to this lineup scores of superb hotels in St. John's, Moncton, Fredericton, Saint John, Halifax and numerous smaller centres, and the word is clear: Atlantic Canada's convention facilities are among the best available anywhere. ☒

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Gifts are made especially for giving at Christmas

The homemade touch and handcrafted beauty of Atlantic art will be on display in the coming months for Christmas

The exciting discovery of a Christmas craft exhibition is almost inevitable for people travelling in Eastern Canada next month. No fewer than 14 pre-Christmas craft fairs are in their final planning stages across the Atlantic region. Artisans have stockpiled their wares and are planning itineraries that could take them from St. John's, Nfld. to Bathurst, N.B. in a month of exhibiting and selling handmade products that will reappear under thousands of Christmas trees throughout the country on Dec. 25.

With the exception of Nova Scotia, the largest craft fairs in the other three provinces are organized under the auspices of Provincial Craft Councils — associations that monitor the quality and craftsmanship of each product exhibited. Juried shows guarantee customers that each item has been handmade by the artist and that each has been judged by a standard of handcrafted excellence.



A sleepy customer makes the rounds at a show

The major Christmas craft show on Prince Edward Island, organized by the P.E.I. Craft Council, is scheduled to run from Nov. 19 to Nov. 21 at the Confederation Centre in Charlottetown. Opening for its 24th year, the craft fair at Confederation Centre attracts up to 70 exhibitors and more than 12,000 customers. Irene Arsenault, co-ordinator of the 1987 event, has launched a high profile publicity campaign to draw more attention and more people to the show.

"We're trying to get attendance up, to educate the public about crafts and the

quality contribution craftspeople are making in our province," says Arsenault.

Although P.E.I. is home to many talented weavers, potters and woodworkers, Arsenault is trying to encourage artists to introduce new craft items on the Island.



Soft, homemade characters are part of the fun

The Prince County Craftsmen's Fair is a smaller event organized for Nov. 26 and 27 in Summerside, P.E.I. Held in the Linkletter Inn and Convention Centre, this fair is another juried show that attracts craft guilds from the little villages around Summerside.

At Memorial Stadium, in St. John's, one major craft fair dominates the pre-Christmas season. From Nov. 26 to Nov. 29 the Newfoundland and Labrador Craft Development Association organizes a gala event that includes 80 exhibitors and a huge variety of unique and traditional crafts. Hooked rugs from outports, hand knitted sweaters and duffel coats are standard fare, while ivory and bone carvings and seal skin slippers are sent down to the market from the Labrador Craft Producers Association in Happy Valley.

Anne Manuel, co-ordinator of the St. John's Christmas Craft Fair, is delighted with the public response to the fair. "It's really a major event around here."

On the west side of the province, a smaller fair of 30 exhibitors annually sets up cottage craft booths in Corner Brook. The Cottage Craft Fair has traditionally been held on the first weekend in November.



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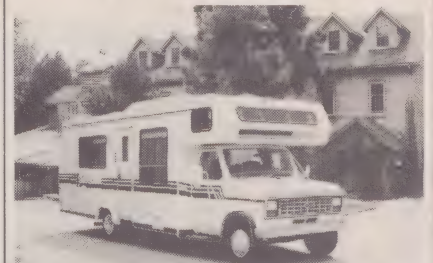
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ENTERTAINMENT

The *Association des Artisans Francophone du Nouveau Brunswick* is the newest organization to sponsor a Christmas craft fair in the province. From Nov. 27 to Nov. 29 craftspeople will exhibit and sell their wares at the Community Centre in Bathurst. Although only in its second year, this Christmas fair reflects the Acadian influence, visible in beautiful crafts from the district.

At the same time another large, juried craft sale will be taking place in Saint John. The Saint John Sale of Fine Crafts is sponsored by the New Brunswick Craft Council and spokesperson, Anne Marie

Picot, is hoping more exhibitors will join the 50 artisans committed to joining the fair in the Market Square Trade and Convention Centre.

In Moncton, as in Fredericton, craft shows are in their final stages of preparation. The third annual Moncton Christmas Sale of Fine Crafts, scheduled for Nov. 14 and 15 in the Hotel Beausejour, has 55 exhibitors booked from across the Atlantic Provinces. The official opening of the craft fair will coincide with the Moncton Christmas Light Pageant which, Picot says, "makes the entire city come alive with the Christmas spirit."

Fredericton, often referred to as the craft capital of New Brunswick, is planning two large craft fairs before Christmas. The first, Nov. 6 to Nov. 8 is the Christmas Craft Market, Part I, at the Roxy's Exhibition Grounds and Part II will take place Dec. 11 to Dec. 14 at the same location.


In Nova Scotia, Christmas craft fairs are everywhere. Most of the major ones take place in the Halifax/Dartmouth area. The 10th annual Christmas Craft Fair at the Halifax Forum is the best attended fair in Atlantic Canada. Last year, 22,000 people went through the Forum and purchased gifts from 150 exhibitors from all four Atlantic Provinces. The dates for that fair, Nov. 5 to Nov. 8 coincide with another large Halifax show, the Atlantic Christmas Fair at Exhibition Park.

Featuring crafts, antiques, and home-made food products, the Atlantic Christmas Fair also sells a selection of gifts from commercial establishments. Atlantic Promotions director, John MacKay, who is co-ordinating the fair, says the gift section provides an alternative to crafts and antiques.

The Nova Scotia Designer Crafts Council has added a new event to their annual, juried Christmas market held from Nov. 19 to Nov. 22 at the World Trade and Convention Centre in downtown Halifax.

"We've decided to open a section of the market that will be called 'Crafted by Commission,' explains organizer, Vita Plume. "Craftspeople will be there with samples, drawing, photos and resumes and they'll be able to answer questions about customized work."

Another juried, non-profit fair across the harbor, is the Craftmarket at the Dartmouth Sportsplex. Running from Nov. 13 to Nov. 15 that Christmas craft fair is sponsored by the Dartmouth Handcrafters Guild. The net proceeds from the fair go to a local charity — this year, the Dartmouth Boys and Girls Club. Carol White, Guild membership secretary, expects 110 exhibitors at the Sportsplex. "It's such a beautiful building, bright and decorated for Christmas. There is lots of booth space and there is no feeling of being crowded," says White.

When Pat Forrest describes the last major Christmas fair in Halifax, the Craftmarket at Dalplex, one catches a glimpse of excitement to come. "There will be 142 exhibitors, 10,000 people, Christmas music, carolers, a huge tree and Santa Claus giving out door prizes," she says. Last year's show ran on the same weekend, Nov. 27 to Nov. 29. "It's a dose of Christmas atmosphere you never forget. It's like, as a kid, setting up the school for the Christmas concert. Suddenly everything is transformed. That's what happens at Dalplex during our fair," says Forrest. 



The Halliburton House Inn, built in 1820, was the home of Sir Brenton Halliburton, former Chief Justice of the Supreme Court of Nova Scotia. Now open as a fine Inn located in the heart of historic Halifax, The Halliburton House offers fine lodging for tourists, business travellers, and convention visitors. \$50 to \$90 a night includes breakfast and midday tea.

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Traditional Thanksgiving dinners at Kings Landing in N.B. transport visitors back in time

Events plentiful in the fall

For travellers within the region, theatre, music and other forms of entertainment are available and affordable and include some not-to-be-missed attractions

by Carol McLeod

Although summer is over and many tourist attractions have closed for the winter, there is still plenty to see and do in Atlantic Canada — especially in the region's six major cities of Halifax, Fredericton, Moncton, Saint John, Charlottetown and St. John's.

In Halifax this fall, the color and flavor of the past will be recaptured as several events depicting life as it was in the city a hundred years ago are staged at the Halifax Citadel National Historic Park. One, scheduled for Oct. 3 and 4, is the Festival of History, which will feature period craft demonstrations and musical programs, a Victorian fashion show, a musical ride and a reenactment of 19th century military drills.

Another, to be held Dec. 12, 13, 19 and 20, is the Victorian Christmas Celebration, which will include carol singing, puppet shows and an appearance by Father Christmas.

Theatre buffs visiting Halifax can take in Neptune's production of *Sherlock Holmes and the Curse of the Sign of Four*, a mystery based on the novel by Sir Arthur Conan Doyle, from Sept. 25 to Oct. 18 and, from Nov. 6 to Nov. 29, *Barometer Rising*, a drama set during the 1917 Halifax Explosion.

For those who prefer dinner theatre, there are several to choose from. One of

the most popular, however, is the Captain's Feast at Simon's Warehouse in Historic Properties, which features both contemporary productions and historic feasts.

In Fredericton, Theatre New Brunswick will be presenting *My Darling Judith* — a comedy by Norm Foster — at the Playhouse from Oct. 3 to Oct. 10 and the musical *Guys and Dolls* from Nov. 21 to Nov. 28.

Thirty-five kilometres west of Fredericton, Kings Landing Historical Settlement — a reconstructed 19th century village — will give visitors an extra taste of the past this fall when it holds a Harvest Festival featuring traditional Thanksgiving dinners on Oct. 10, 11 and 12.

As well, the Settlement will hold Christmas candlelight dinners in its Kings Head Inn throughout December. "After guests park their cars," says public relations director Kay Parker, "they are met by a costumed host and are conducted back in time." Once inside, they relax in a Victorian sitting room before going upstairs for a traditional 19th century meal of roast beef, roast turkey or roast goose. Following the sweet course, which usually consists of plum pudding or mince pie, guests go back downstairs where they are served fruit and nuts — the customary end to a Victorian dinner.

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ENTERTAINMENT

In Moncton, the major event this fall is the Maritime Winter Fair, which will be held at the Coliseum-Agrena complex Oct. 24 to Nov. 1. Among the major attractions will be the light horse grand prix jumping scheduled for Oct. 31.

Also featured will be the Real Canadian Superdogs — 12 national champions brought together from across the country to take part in canine grand prix jumping and in various games and comic routines. In addition, the fair will host the Maritime Food Show from Oct. 29 to Nov. 1.

One of the drawing cards in Saint John this fall will be the Nov. 21 Santa Claus parade. A few days later, on Nov. 30 and Dec. 1, School District 20 will present a fall and Christmas band concert at Saint John High School while on Dec. 11, 12 and 13 Market Square will host the Loyalist Days Christmas Craft Show.

In Charlottetown, Irish songstress Mary O'Hara appears in concert at Confederation Centre on Oct. 3. She'll be followed on Oct. 19 by the Canadian Opera Company, which will present Offenbach's *Tales of Hoffman*, and on Oct. 24 by Canadian actor Barry Morse, whose one-man show *Merely Players* looks at the complexities of life backstage.

The next evening, Oct. 25, the Confederation Centre music department moves from the orchestra pit to the stage as it presents Haydn's *Lord Nelson Mass*. On Dec. 6, the music department again appears in concert — this time with its adult and boys' and girls' choirs as well as with the P.E.I. Symphony — as it performs Handel's *Messiah*.

In St. John's, one of the major events this fall will be the annual Guy Fawkes Night celebration held on Nov. 5 to commemorate the Gunpowder Plot — a 1605 conspiracy to blow up the English Houses of Parliament, in which Fawkes participated. Although it's expected that several celebrations will be held, the main observance, featuring a huge bonfire, singsongs and strolling minstrels, will take place in Bannerman Park.

"Newfoundlanders have always tended to hold on to traditional festivals," says a spokesperson for the Newfoundland and Labrador Department of Tourism. "Guy Fawkes has been one we've celebrated long since England dropped the custom."

Another event planned is the annual bird count, held in mid-December at Terra Nova National Park, 260 kilometres northwest of St. John's. For the hardy and truly dedicated, overnight camping facilities are available. "Getting up before dawn in a camper in below freezing temperatures may not be everyone's idea of a good time," says one bird enthusiast who has taken part in previous counts, "but if you have a sense of adventure, it can actually be fun." ☒

TRAVEL



ERIC HAYES

Regional carrier rivalry boon to air travellers

Air travel within the region has been made easier with the increase in flights but deregulation may not be all that it seems

by Susan Williams

In the days before deregulation in Atlantic Canada, air travellers in Deer Lake and Corner Brook either had to wait until after 2 p.m. to leave Newfoundland or drive to Stephenville for a 7:05 a.m. flight. Today they can be in Halifax by 11:40 a.m., conduct a day's business and return home on their choice of afternoon or evening flights.

Since the start-up of Air Atlantic in February 1986 and Air Nova in July of that year, improvements to air travel within the region have been both widespread and welcome.

The two airlines currently serve a total of 13 communities in Atlantic Canada — St. John's, Stephenville, Gander, Deer Lake, St. Anthony, Goose Bay, Moncton, Saint John, Fredericton, Charlottetown, Sydney, Halifax and Yarmouth — as well as Blanc Sablon and Iles de la Madeleine in Quebec, and Boston.

Air Nova has complimentary bar service as well as the first and only non-stop flight between St. John's and Goose Bay. It also has the first morning departure from Charlottetown and the last evening return flight to Halifax

from Sydney, Yarmouth, St. John's and Gander.

Air Atlantic highlights include the most weekday return trips between Moncton and Halifax, the earliest weekday flight from Yarmouth to other Atlantic destinations and the last evening return trip from Charlottetown.

This competition, everyone seems to agree, has not hurt the airlines and has been a real boon for Atlantic air travellers. Greg Ward, a 15-year veteran of the travel agency business, says "healthy competition is good for the industry. We're hearing less and less in the way of discouraging comments about either airline."

Although several other companies have attempted to compete for a share in the new marketplace, they have all found themselves grounded. Air Bras d'Or, which was the only carrier offering service to northern New Brunswick, operated for less than a year before suspending operations because of cash flow problems.

Air Atlantic, which is partially owned by Canadian Air (formerly Canadian Pacific) shares ticket, reservation, bag-

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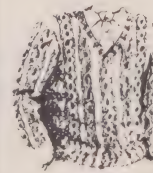
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Susan Paterson attended Mount Allison where she received her Bachelor of Fine Arts degree in 1980. She has also studied at the Byam Shaw School of Art in London, England, and at the Nova Scotia College of Art and Design in Halifax.

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TRAVEL

gage and cargo handling service with its partner airline. It was the first regional air carrier to be launched in Canada under deregulation and currently operates 44 routes.

"I think you'll see quite a large change in Air Atlantic within the next two to four years," says Ben Rivard, vice president of operations. "Since it's working out now, it will continue on the same course. Obviously the potential — the traffic — is there and we're going to go for it."

Joe Randell, executive vice president of Air Nova, says his company is also "here to stay." Despite the fact that Air Nova was almost six months behind its competitor in starting operations, he does not feel the company has been playing a catch-up game.

"Air Nova gives first priority to the requirements of the business traveller within the region," he says. Like Air Atlantic, schedules are also designed to meet their parent carrier's flights, in this case Air Canada. Air Nova is also working to attract people who have not been flying because of the historical unreliability of local air service.

Both companies attribute much of their success to their fleets of Canadian-built de Havilland Dash 8s. "With deregulation, we are able to operate the proper type of airplane," says Rivard.

The 37-seat, turboprop Dash 8s are designed specifically for high frequency operation on short-haul routes. Randell, whose company is equipped with a fleet of five and plans to purchase more, says "they are equipped with all the latest avionics, the same as a Boeing 737."

Touted as being quieter, better ventilated and more reliable than its predecessor, the Hawker Siddeley 748, the Dash 8 requires half the fuel and, so far, has a good record for on-time performance. Because the small plane requires very little runway — one flier likened it to a dragonfly — it is more apt to be able to take off and land in bad weather.

Air Nova and Air Atlantic have both had to deal with some negative reaction to their no-smoking policy on all flights.

Although customers would obviously like to see reductions in ticket prices — even within the Maritimes, most full fare return trips cost more than \$200 — the airlines feel their prices are justified because of the improved services they are offering.

Ward says that price cutting could be dangerous in that it could eventually put one or more companies out of business. "If you provide good service, people are perhaps willing to pay a little more. And they will keep coming back."

But deregulation has not been wel-

comed by everyone. Critics of the new status quo say deregulation in the United States has proven to be detrimental to both those who work in the airline industry and the customers it serves. "The level of service onboard and in airports in the United States has dropped off significantly and they have increased the hours of work for their employees," says Gwen Wolfe, president of the Nova Scotia Federation of Labour. She says the number of "near misses" in U.S. airspace between airplanes is directly attributable to deregulation and the resulting understaffing in air traffic control towers and longer hours of work required of flight crews.

"In fact there is a movement away from deregulation underway in the U.S.," says Wolfe. "Transportation is more than just moving people from one place to another — safety and service have to come first." She also says that commuter flights in the United States service high density areas to the detriment of the less populated regions.

The lower prices that are synonymous with the American deregulation are not yet reflected in the cost of air travel in this region. But Wolfe says in the scramble to provide the lowest price other things will suffer. It is not a question of providing lower prices but whether that is an appropriate goal for the air transport industry to strive for above anything else according to Wolfe. ☒

Regional Flights

For the convenience of travellers within Atlantic Canada, the following is a compilation of flight schedules for airlines operating in the region.

Legend: Flights

AA - Air Atlantic
AN - Air Nova
AC - Air Canada
CA - Canadian Airlines

Frequency

M - Monday
T - Tuesday
W - Wednesday
Th - Thursday
F - Friday
Sa - Saturday
S - Sunday

For reprints of this schedule, please send a self-addressed, stamped envelope to ATLANTIC INSIGHT, 1668 Barrington Street, Halifax, Nova Scotia, B3J 2A2.

CHARLOTTETOWN

to/ Deer Lake

10:00 AA/CA M-S	13:00 AN M-S	13:00 AN M-S
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to/ Fredericton

7:30 AA/CA M-F	15:30 AA/CA M-S	18:15 AA M-FS
10:00 AA M-S		

to/ Gander

7:30 AA Sa	13:00 AN M-FS	18:15 AA/CA M-FS
10:00 AA/CA M-S	15:30 AA/Ca Sa	

to/ Halifax

7:10 AN M-F	9:25 AN M-F	15:30 AA Sa
7:30 CA Sa	10:00 AA M-S	18:00 AN Sa
7:30 AA M-Sa	13:00 AN M-S	18:15 AA M-S

to/ Moncton

7:10 AN M-F	10:00 AA/CA M-S	18:00 AN M-FS
7:10 AN Sa	13:00 AN SaS	18:00 AN Sa
7:30 AA/CA M-F	15:30 AA/CA M-S	18:15 AA M-S

to/ Saint John

7:10 AN/AC M-S	10:00 AA/CA M-S	18:15 AA M-S
7:30 AA M-F	18:00 AN Sa	18:15 AA Sa
7:30 AA/CA M-Sa		

to/ St. John's

7:10 AN/AC S	9:25 AN/ACM-F	15:30 AA/CA Sa
7:10 AN/AC Sa	10:00 AA/CA M-S	18:00 AN/AC M-FS
7:30 AA S	13:00 AN M-FS	18:00 AN/AC Sa
7:30 AA/CA M-F	13:00 AN M-S	18:15 AA/CA M-S
7:30 AA/CA Sa	15:30 AA/CA M-FS	

to/ Stephenville

10:00 AA M-S	15:30 AA/CA M-FS	15:30 AA/CA Sa
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to/ Sydney

7:10 AN M-Sa	15:30 AA/CA Sa	18:00 AN S
9:25 AN M-F	18:00 AN/AC M-F	18:15 AA M-F
10:00 AA/CA M-S	18:00 AN/AC SaS	18:15 AA S
13:00 AN M-S	18:00 AN M-S	18:15 AA Sa
15:30 AA/CA M-FS		

to/ Yarmouth

7:10 AN M-F	10:00 AA M-FS	13:00 AN SaS
7:10 AN Sa	13:00 AN M-F	

DEER LAKE

to/ Charlottetown

9:25 AN Sa	14:40 AA/CA M-S	17:30 AN M-F
12:10 AN M-F	17:15 AN M-FS	18:00 CA M-FS

to/ Fredericton

14:40 AA/CA M-S	18:00 AA/CA M-FS
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to/ Gander

8:30 AA M-F	17:05 AN M-FS	19:30 AN Sa
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to/ Goose Bay

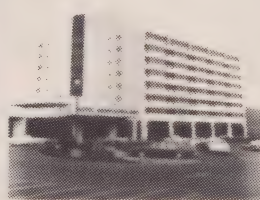
8:55 AN MWF



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TRAVEL

to/ Halifax

9:25 AN Sa	14:40 CA M-S	17:30 AN Sa
12:10 AN M-F	17:15 AN M-FS	18:00 CA M-FS

to/ Moncton

12:10 AN M-F	17:15 AN M-FS	18:00 AA/CA M-FS
14:40 AA CA M-S	17:30 AN Sa	

to/ Saint John

17:15 AN M-FS	17:30 AN Sa	18:00 AA/CA M-FS
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to/ St. Anthony

8:55 AN MWF	12:20 AN TTh
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to/ St.John's

8:30 AA M-F	14:25 CA TWFS	17:05 AN M-FS
8:30 AN M-F	19:30 CA M-S	
9:25 AN Sa	14:30 CA MTh	19:55 AN M-S

to/ Sydney

9:25 AN Sa	14:40 CA M-S	17:15 AN S
12:10 AN M-F	17:15 AN M-F	17:30 AN Sa

to/ Yarmouth

9:25 AN Sa	12:10 AN M-F
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CHURCHILL FALLS

to/ Gander

10:20 AA/CA Th	11:55 AA/CA M
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FREDERICTON

to/ Charlottetown

7:20 AA M-F	9:50 AA M-F	19:40 AA Sa
7:20 AA Sa	13:05 AA M-S	19:40 AA/CA M-FS

to/ Deer Lake

7:20 AA/CA Sa	9:50 AA/CA M-F
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to/ Gander

7:20 AA Sa	13:05 AA Sa	19:40 AA/CA M-FS
9:05 AA M-F		

to/ Halifax

7:20 AA M-Sa	13:05 AA M-S	23:10 AA M-S
9:50 AA M-F	19:40 AA M-S	

to/ Moncton

13:05 AA M-S

to/ Saint John

13:05 AA M-FS	13:05 AA Sa
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to/ St.John's

7:20 AA Sa	13:05 AA/CA M-FS	19:40 AA/CA M-FS
9:50 AA/CA M-F		

to/ Stephenville

7:20 AA Sa	13:05 AA M-FS	13:05 AA Sa
9:50 AA M-F		

to/ Sydney

7:20 AA/CA Sa	13:05 AA M-S	19:40 AA Sa
9:50 AA/CA M-F	19:40 AA M-F	19:40 AA S

to/ Yarmouth

9:50 AA/CA M-F

GANDER

to/ Charlottetown

6:00 AA/CA M-F	8:25 AN Sa	16:50 AA/CA M-FS
6:10 AA S	11:10 AN M-F	16:50 AA/CA Sa
13:30 AA M-S		

to/ Deer Lake

7:20 AA M-F	11:10 AN M-F	16:50 AA M-S
8:25 AN Sa		

to/ Fredericton

6:00 AA/CA M-F	13:30 AA M-S	16:50 AA/CA M-S
6:10 AA S		

to/ Goose Bay

6:10 AA/CA S	7:20 AA/CA M-Th	7:20 AA/CA TWF
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to/ Halifax

6:00 CA M-Sa	8:25 AN Sa	16:50 AA/CA M-S
6:10 AA S	11:10 AN M-F	18:05 AN M-FS
13:30 AA M-S		

to/ Moncton

6:00 AA/CA M-Sa	8:25 AN Sa	13:30 AA M-S
6:00 AA/CA Sa	11:10 AN M-F	16:50 AA/CA M-S
6:10 AA S		

to/ Saint John

6:00 AA/CA M-Sa	13:30 AA M-FS	16:50 AA/CA Sa
6:10 AA/CA S	16:50 AA/CA M-FS	

to/ St. Anthony

11:10 AN TTh

to/ St.John's

6:00 CA M-Sa	11:30 AA Sa	16:50 AA M-S
6:10 AA S	14:30 AA M-S	18:05 AN M-FS

to/ Stephenville

6:10 AA S	13:30 AA M-S	14 :50 AC M-S
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to/ Sydney

6:00 AA/CA M-Sa	8:25 AN Sa	13:30 AA Sa
6:10 AA S	11:10 AN M-F	18:05 AN/CA M-FS
13:30 AA M-FS		

to/ Wabush

6:00 AA/CA Sa	7:20 AA/CA M	7:20 AA/CA Th
6:10 AA/CA S	7:20 AA/CA TWF	

to/ Yarmouth

6:00 AA/CA M-F	8:25 AN Sa	11:10 AN M-F
6:10 AA S		

GOOSE BAY

to/ Charlottetown

12:15 AN M-FS	13:05 AN Sa
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to/ Deer Lake

13:10 AN MWF

to/ Gander

12:35 AA TWFS	12:45 AA/CA MTh	13:10 AN MWF
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to/ Halifax

12:15 AN M-FS	13:05 AN Sa
---------------	-------------

to/ Moncton

12:15 AN M-FS	13:05 AN Sa
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to/ Saint John

12:15 AN M-FS	13:05 AN Sa
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to/ St.Anthony

13:10 AN MWF

to/ St.John's

12:15 AN M-FS	12:35 AA TWFS	13:05 AN Sa
12:45 CA MTh		

HALIFAX/DARTMOUTH

to/ Charlottetown

8:30 AN M-F	11:15 AN M-S	20:55 AA M-FS
8:35 AA M-F	14:25 AA M-S	20:55 AA Sa
11:10 AA M-S	17:05 AN M-S	21:10 AN M-S

to/ Deer Lake

7:00 AN Sa	14:40 AN M-FS	17:30 AA M-S
11:15 AA M-S		

to/ Fredericton

6:00 AA M-S	11:10 AA M-S	19:30 AA M-FS
8:35 AA M-F	18:25 AA M-S	

to/ Gander

7:15 AN M-F	11:05 AA M-S	19:45 AA M-F
8:35 AA Sa	14:40 AN M-FS	20:55 AA Sa

to/ Goose Bay

7:00 AN Sa	7:15 AN M-F
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to/ Moncton

8:10 AN M-F	13:20 AA M-FS	18:35 AA M-FS
8:10 AN M-F	16:25 AA M-S	19:10 AN Sa
8:40 AA M-F	17:15 AN M-F	19:20 AN M-F
11:10 AA M-S	17:15 AN SaS	20:55 AA M-S

to/ Saint John

8:35 AA M-S	15:10 AA M-S	19:30 AA M-FS
9:05 AC M-S	19:10 AN M-FS	20:55 AA Sa
11:10 AA M-S	19:10 AN Sa	20:55 AA M-FS
13:20 AA M-FS		

to/ St.Anthony

17:30 AN/AC TThS	17:30 AN/AC MW
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to/ St.John's

7:00 AN Sa	11:10 AC Sa	17:45 AA Sa
7:15 AN M-F	11:20 AA M-S	19:45 AA M-S
8:35 AA Sa	14:40 AN M-FS	20:30 AC M-FS
11:05 AN M-S	15:10 AA M-S	20:30 AC Sa
11:10 AC M-FS	17:25 AA M-FS	20:55 AA M-FS
	17:30 AN M-S	

to/ Stephenville

11:05 AA M-S	17:25 AA M-FS	17:45 AA Sa
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to/ Sydney

8:20 AN M-Sa	17:25 AA M-FS	20:50 AA M-F
11:15 AN M-S	17:45 AA Sa	20:50 AA S
11:15 AA M-S	19:10 AN M-F	21:40 AA Sa
14:15 AN M-S	19:10 AN SaS	22:05 AC M-S
15:10 AA M-S		

to/ Yarmouth

8:10 AN M-F	11:05 AA M-FS	14:25 AN SaS
8:10 AN Sa	14:25 AN M-F	

MONCTON**to/ Charlottetown**

7:15 AN M-F	9:45 AA M-F	18:10 AN SaS
7:15 AN Sa	15:15 AA M-FS	18:10 AN M-F
7:25 AA M-F	17:20 AA Sa	

to/ Deer Lake

7:15 AN M-F	16:00 AN M-F	19:30 AA/CAM-FS
7:25 AA/CA Sa	16:00 AN SaS	
9:45 AA/CA M-F		

to/ Fredericton

12:00 AA M-S		
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to/ Gander

7:15 AN M-F	9:45 AA M-F	19:30 AA/CA M-FS
7:25 AA Sa	13:55 AA Sa	

to/Goose Bay

18:10 AN MTWTh	18:10 AN Sa	18:10 AN F
18:10 AN S		

to/ Halifax

7:15 AN M-F	13:55 AA M-S	18:10 AN M-F
7:15 AN Sa	15:15 AA M-S	18:10 AN SaS
7:25 AA M-F	16:00 AN M-FS	19:30 AA M-FS
7:25 AA SaS	16:00 AN Sa	
9:45 AA M-F	17:20 AA M-S	

to/ Saint John

11:40 AC SaS	14:15 AA M-FS	17:50 AC S
11:40 AC M-F	15:10 AA Sa	21:50 AA Sa

to/ St.John's

7:15 AN/AC M-F	9:45 AA/CA M-F	17:20 AA/CA M-S
7:15 AN/AC Sa	13:55 AA/CA M-S	18:10 AN/AC M-F
7:25 AA Sa	16:00 AN SaS	18:10 AN/AC S
9:45 AA/CA M-F	16:00 AN/AC M-F	18:10 AN/AC Sa
19:30 AA/CA M-FS		

to/ Stephenville

9:45 AA M-F	13:55 AA Sa	15:15 AA M-FS
-------------	-------------	---------------

to/ Sydney

7:15 AN M-F	13:55 AA M-S	18:10 AN M-F
7:15 AN Sa	15:15 AA M-FS	18:10 AN SaS
7:25 AA/CA Sa	17:20 AA Sa	19:30 AA S
9:45 AA/CA M-F	19:30 AA M-F	

to/ Yarmouth

9:05 AN M-F	9:05 AN SaS	9:45 AA M-F
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ST.ANTHONY**to/ Charlottetown**

14:50 AN TTh	15:30 AN MWF	
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to/ Deer Lake

14:50 AN TTh	15:30 AC MWF	
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to/ Gander

14:50 AN TTh	15:30 AN MWF	
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to/ Goose Bay

10:05 AN MWF		
--------------	--	--

to/ Halifax

14:50 AN TTh	15:30 AN MWF	
--------------	--------------	--

to/ Moncton

14:50 AN TTh	15:30 AN MWF	
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to/ Saint John

14:50 AN TTh	15:30 AN MWF	
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to/ St.John's

14:50 AN TTh	15:30 AN MWF	
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ST.JOHN'S**to/ Charlottetown**

6:20 AN/AC M-F	7:00 AN/AC M-S	17:35 AN/AC M-S
6:20 AN/AC SaS	8:20 AA S	17:55 AA/CA Sa

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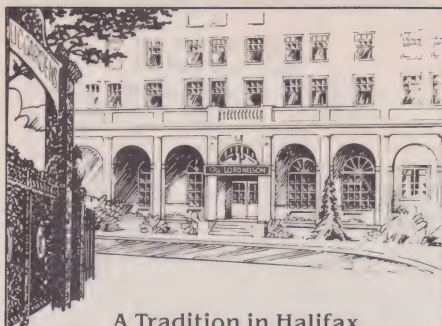
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TRAVEL

7:00 AA/CA M-Sa	10:10 AN M-F	17:55 AA M-FS
14:45 AA/CA M-S		
to/ Deer Lake		
6:20 AA M-F	7:30 CA TWFS	16:00 AN Sa
7:00 AN M-F	10:10 AN M-F	16:35 CA M-FS
7:10 CA M-Th	15:45 AN M-FS	18:00 AA M-S
7:25 AN Sa		

to/ Gander		
6:20 AA M-F	10:10 AN M-F	22:05 AA Sa
7:25 AN Sa	12:30 AA M-S	23:35 CA M-FS
15:50 AA M-S		

to/ Goose Bay		
7:10 CA M-Th	10:05 AN M-FS	10:55 AN Sa
7:30 CA TWFS		

to/ Halifax		
6:20 AC M-S	10:10 AN M-F	16:00 AN Sa
7:00 AC M-S	12:30 AA M-S	16:35 CA M-FS
7:00 CA M-Sa	14:45 CA M-S	17:35 AC M-S
7:15 AA M-S	15:45 AN M-FS	17:55 CA M-S
8:20 AA S	19:15 AN M-FS	

to/ Moncton		
6:20 AN/AC M-F	8:20 AA S	15:45 AN M-FS
6:20 AN/AC Sa	10:10 AN M-F	16:00 AN Sa
7:00 AA/CA M-F	12:30 AA M-S	17:55 AA/CA M-S
7:00 AA/CA Sa	14:45 AA/CA M-S	

to/ Saint John		
6:20 AN/AC M-S	8:20 AA/CA S	17:35 AN Sa
7:00 AN/AC M-S	15:45 AN M-FS	17:55 AA M-FS
7:00 AA/CA M-Sa	16:00 AN Sa	17:55 AA Sa
17:35 AN M-FS		

to/ St. Anthony		
7:00 AN MWF	10:10 AN TTh	

to/ Stephenville		
7:15 AA M-S	12:30 AA M-S	

to/ Sydney		
6:20 AN/AC M-Sa	14:45 AA/CA M-FS	17:55 AA/CA S
7:00 AN/AC M-S	14:45 AA/CA Sa	17:55 AA/CA Sa
7:15 AA M-S	17:35 AN/AC M-F	19:15 AN/AC M-FS
7:25 AN Sa	17:35 AN/AC SaS	
10:10 AN M-F	17:55 AA/CA M-F	

to/ Yarmouth		
6:20 AN/AC M-F	7:00 AA/CA M-F	8:20 AA S
6:20 AN/AC Sa	10:10 AN M-F	

STEPHENVILLE

to/ Charlottetown		
8:55 AA M-S	14:45 AA M-S	

to/ Fredericton		
8:55 AA M-S	14:45 AA M-S	

to/ Gander		
13:20 AA M-S	20:40 AA Sa	

to/ Halifax		
8:55 AA M-S	14:45 AA M-S	

to/ Moncton		
8:55 AA M-S	14:45 AA M-S	

to/ Saint John		
8:55 AA/CA M-S	14:45 AA M-S	

to/ St. John's		
13:20 AA M-S	20:20 AA M-FS	20:40 AA Sa

to/ Sydney		
8:55 AA M-S	14:45 AA M-FS	14:45 AA Sa

to/ Yarmouth		
8:55 AA M-FS		

SAINT JOHN

to/ Charlottetown		
7:25 AA M-F	14:30 AN SaS	18:30 AA Sa
7:25 AA M-S	16:10 AA M-F	19:45 CA M-FS
12:55 AN M-F	16:10 AA SaS	20:10 AN M-FS

to/ Deer Lake		
7:25 AA/CA M-S	12:55 AN M-F	14:30 AN SaS

to/ Fredericton		
20:25 AN M-FS		

to/ Gander		
7:25 AA M-S	12:55 AN M-F	19:45 AA/CA M-S
7:25 AA Sa	18:30 AA Sa	

to/ Halifax

7:25 AA M-S	16:10 AA M-F	19:45 AA M-FS
12:55 AN/AC M-F	16:10 AA SaS	20:10 AN M-FS
14:25 AA M-FS	18:30 AA M-S	20:40 AA Sa
14:30 AN/AC SaS		

to/ Moncton

14:15 AA Sa	20:05 AN Sa	22:30 AC M-S
14:25 AA M-FS		

to/ St. John's

7:25 AA/CA Sa	12:55 AN M-F	18:30 AA M-S
7:25 AA M-S	14:30 AN SaS	19:45 AA/CA M-FS

to/ Stephenville

7:25 AA M-S	16:10 AA Sa	16:10 AA M-F
16:00 AA S		

to/ Sydney

7:25 AA/CA M-S	16:10 AA M-F	19:45 AA M-F
12:55 AN M-F	16:10 AA Sa	19:45 AA S
14:30 AN SaS	16:10 AA S	20:40 AA Sa

to/ Yarmouth

7:25 AA M-FS	12:55 AN M-F	
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SYDNEY

to/ Charlottetown

6:50 AN/AC M-F	9:35 AN M-Sa	15:40 AN M-S
6:50 AN/AC M-S	9:40 AA M-S	16:20 AA Sa
7:10 AA M-F	15:20 AA/CA M-S	17:00 CA/AA M-FS

to/ Deer Lake

12:15 CA M-S	12:45 AN M-FS	15:40 AN M-S
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to/ Fredericton

7:10 AA M-F	16:20 AA Sa	17:00 AA M-FS
9:40 AA M-S		

to/ Gander

9:40 AA M-S	18:35 CA M-FS	18:55 AA Sa
12:45 AN M-FS		

to/ Halifax

6:50 AC M-S	12:45 AN M-S	16:20 AA Sa
7:10 AA M-S	15:20 CA M-S	17:00 AA M-FS
9:35 AN M-Sa	15:40 AN M-S	20:20 AN M-F
20:20 AN SaS		

to/ Moncton

6:50 AN/AC M-F	11:00 AA M-F	15:40 AN M-S
6:50 AN/AC Sa	15:20 AA M-S	16:20 AA Sa
7:10 AA M-F	15:40 AA M-S	17:00 AA M-FS
9:40 AA M-S		

to/ Saint John

6:50 AN/AC M-S	15:40 AN Sa	16:20 AA Sa
7:10 AA M-S	15:40 AN M-FS	17:00 AA M-FS
9:40 AA/CA M-S		

to/ St. John's

6:50 AN S	9:40 AA M-S	12:45 AN M-FS
7:10 AA Sa	12:15 AA M-Th	15:40 AN M-S
9:35 AN M-F	12:15 AA TWFS	18:35 AA M-FS
9:35 AN Sa	18:55 AA Sa	

to/ Stephenville

9:40 AA M-S	18:35 AA M-FS	18:55 AA Sa
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to/ Yarmouth

6:50 AN M-F	9:40 AA M-FS	12:45 AN M-F
6:50 AN Sa	12:45 AN SaS	

YARMOUTH

to/ Charlottetown

12:10 AA/CA M-FS	15:45 AN SaS	15:45 AN M-F
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to/ Deer Lake

15:45 AN SaS	15:45 AN Sa	
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to/ Halifax

12:10 AA M-FS	14:50 AN SaS	15:45 AN SaS
14:50 AN M-F	15:45 AN M-F	

to/ Moncton

12:10 AA M-FS	14:50 AN SaS	14:50 AN M-F
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to/ Saint John

12:10 AA M-FS	15:45 AN Sa	15:45 AN S
15:45 AN M-F		

to/ St. John's

12:10 AA M-FS	14:50 AN M-F	14:50 AN SaS
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to/ Sydney

12:10 AA M-FS	15:45 AN M-F	15:45 AN SaS
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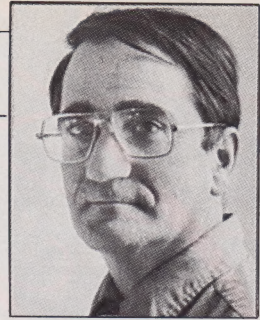


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GUNG-HO IN "ARNOCOOOVE!"

The shriek shredded my uvula and made the backs of my eyelids hurt.

A flock of terrified starlings swirled in a black cloud from the power lines behind the house. One cat scrambled in place for long seconds on the slippery kitchen tiles; another shot up the curtains. To the right and left on the street, neighbors' doors banged shut.

"Bonsaaaiiii!"

I had embraced (as far as the occidental ever can) the Japanese way of stepping up productivity.

The old Royal manual typewriter (Circa 1947) protested the unaccustomed vigor of my attack. Its ribbon jumped from the spools in tangled loops. Its keys jangled and my plunging left forefinger was thrust into the space between t,y,h and g and bled slightly.

"Always the way, isn't it?" I thought with a mental sigh. "Just when the western mind has pitched itself to that necessary supersonic Nipponese key, western technology breaks down under the strain."

I accepted the inevitable and sloped off downstairs for a third cup of coffee. From the corner the cats glared. I averted my eyes and knew I had lost much face. The notion of doing the honorable thing was as fleeting as it was futile. Even the inefficient, western breadknife was so dull that falling on it would produce no more than a slight bruise below the navel. Utter failure engulfed me and I felt like two yen.

For years we've been told that the west must embrace Japanese methods or go under. Increase production, honor the company, attack at dawn and kill, kill, kill. Even the Americans became convinced. The basis of U.S. society, commerce, religion and government — American football — came under scrutiny and the Yanks turned for an answer to the inscrutable.

They exported their football to Europe and imported their new theology from Japan. The divine wind hit Kansas but the full report is still not in. The autumn waves off Atlantic Canada's shores may look more like those in a Japanese woodblock print next time we take a squint.

My own untimely plunge into Nipponese methodology and its application to column production was jump-sparked by a TV documentary...which I watched on our little household god, Sony. It showed the ways Japan indoctrinates its top business executives and it was both

hilarious and horrifying at the same time.

They're made to shriek and bawl and sweat and, in general beat themselves into slushy puddles. They learn to worship the team, the results and the win above all. They're decked out in "ribbons of shame" which they can only loose by succeeding, and those who fail are reduced to fetal balls of mental and physical anguish and near-suicidal humiliation.

The closest we have to it here is Little League hockey practice at 6 o'clock on a January morning. It's close but only an approximation — so far. In Japan when little Fuji and Fujette can't get their sums right they instinctively dive for the subway tracks. And when business takes a downturn for Papa-san he simply self-combusts.

Although, mind you, that may be simply rearguard propaganda from some tornado shelter in Kansas. The U.S. — and therefore, the Canadian — press has been big lately on the suicide rate among Japanese schoolchildren and cardiac deaths among top Japanese executives.

Meanwhile, how close to home has this intimidating Japanese wave rolled?

Arnold's Cove, Placentia Bay, is the closest to home I can get. In fact, it *is* home. If I overshot it by just two miles I'd land on the other side of the hill in Come-by-Chance...of which even the good folks in Lower Musquodoboit have heard.

Briefly, Placentia Bay is large, say, 30 by 60 miles, and fishy. Oil is but a blink in the fishy history of Placentia Bay. In the recent 100 years of that history the big name has been Wareham.

Most of Newfoundland bays have, or had, a great mercantile house or "hong" as it is sometimes known in the Orient and in the case of Placentia Bay it was The Warehams.

In recent times, as the fishery revived yet again, a Mr. Bruce Wareham revived The Warehams and Placentia Bay along with it. Young Mr. Bruce has been manager of Arnold's Cove's fishplant — the flagship of Fishery Products International, and 'tis said, a model for that great conglomerate.

How does young Mr. B. Wareham do it? A recent report, underpinned by Labor Canada and Memorial University, observes that he uses "modern management and technological techniques combined with good old (mercantile) paternalism." He visits Japan a lot.

This apparently-successful conjunction between east and west may strike some as strange but doesn't puzzle anyone who knows Placentia Bay. I mean, old Alberto Wareham could have shown Admiral Tojo a trick or two, let me tell you.

For young Mr. Bruce, it was a matter of the right mentality in the right place at the right time. FPI-san is said to be very happy. Surely, it's only a matter of time before all Fishery Products International employees find themselves shrieking 'Arnocooooove!' at morning exercises and bowing politely toward the scrutable east.

Yet, what of the people, the workers, the citizens of Arnold's Cove and environs? Are they happy, are they content, are they satisfied and prosperous?

Speaking personally as an Arnold's Covian, I can only tell the expected army of excited business and technological researchers and surveyors my observations might only skew their graphs — I haven't lived there for the past quarter century.

Which is probably why I'm behind the times when I shriek "Bonsaaaiiii!" in an effort to increase column production, my ribbons of shame all tangled up in the keyboard in the old "Royal."

In fact, I was chock full of humiliation and cold coffee when the kids thumped and bumped in the door from school, bouncing down the hall with the triumphant news that they'd won, they'd won, they'd won! at soccer and — cherry on top — "We beat the boys!"

Papa-san felt a sharp pain in the left side of his chest. His breathing became labored and a deadly sense of failure such as only those in the orient of North America can know fell like a poleax on the back of his neck. Some yellow sheets of paper fluttered from the folds of his special typing kimono.

"Daddy-san, what does 'uvula' mean?" asked our younger, bowing politely and kicking off her soccer boots at the same time. "You've written here...The shriek shredded my uvula."

Dazed, I looked up and there it was, column production achieved! In some places they call it manic-depressive but here in the scrutable east we call it....

I tried to shriek again but nothing came out. The western uvula is not quite up to the wear and tear, but I ripped off the last ribbon of shame and shrieked silently: "Arnocooooove!"

Ah, so, byes.



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